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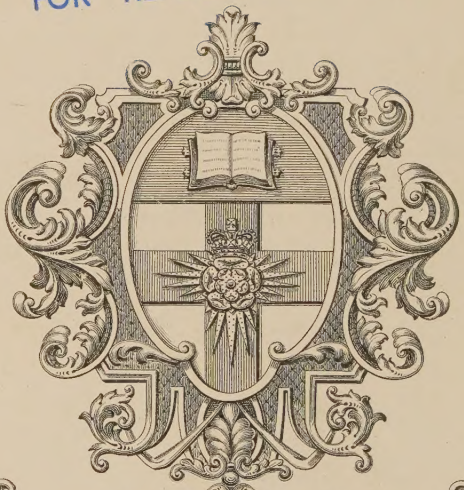

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REPORTS

FROM

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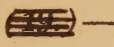

Post Office; *Site of Smithfield.*

Session

31 *January* — 29 July 1856

VOL. XXXVII.

Part 2.

1856

REPORTS FROM COMMISSIONERS:

1856.

CONTENTS OF THIS VOLUME.

NOTE.—*The* FIGURES *placed at the* END OF THE LINES *refer to the Manuscript Paging of the Volume as arranged for the House.*

POST OFFICE.

SECOND REPORT of the POSTMASTER GENERAL on the POST OFFICE. - - - - - - page 1

SITE OF SMITHFIELD.

REPORT of the COMMITTEE appointed to inquire into the APPROPRIATION of the SITE of SMITHFIELD, and the ESTABLISHMENT of a NEW METROPOLITAN MEAT MARKET - - - - 87.

SECOND REPORT

OF

THE POSTMASTER GENERAL,

ON

THE POST OFFICE.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE E. EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

[2048]

CONTENTS.

Page

EXTENSION OF INLAND SERVICE, IN 1855:—

Number of Post Offices - 7
Rural Posts - 7
Pillar letter boxes - 7
Free deliveries - 7
Morning delivery in London District - 8
District offices - 9
Public co-operation requisite for rapid sorting - 10
Day mails - 11
Accelerations - 11
Mails between London and the north of England, Ireland, and Scotland - 11
Other improvements in communication - 12
Conveyance of mails - 13
Distance travelled, and cost - 14
Post Office service as affected by railways - 14

NUMBER, WEIGHT, &C., OF LETTERS, NEWSPAPERS, &C.:—

Number of letters - 16
Valentines - 16
Correspondence of Army and Navy - 17
Returned letters - 18
Envelopes - 19
Weight of letters - 19
Number and weight of newspapers - 19
Number and weight of book packets - 19

MONEY ORDERS:—

Number of Money Order Offices - 20
Number of money orders, &c. - 20
Changes in Ireland - 21
Increased facilities - 21
Extension of money order system to the Army in the East, and to the Navy - 22
Great increase in the number of money orders at certain towns in England - 22
Payments in London - 22
Lapsed money orders - 22
Improvements in Chief Office - 22

Page

COLONIAL POSTS :—
Reduction in postage - 23
Book post - 23
Australian mails - 24
Mails to the Cape of Good Hope - 24
Reduction in inter-colonial postage - 25
Postal improvements in colonies - 25

FOREIGN POSTS :—
Reduction in French postage - 25
French book post - 25
Contemplated new Conventions with Belgium, the German Postal Union, and Spain - 25
Proposed reduction in postage to Madeira - 26
General reduction of Foreign postage - 26
Indian mail accelerated - 26
American mail packets - 26

STAFF OF OFFICERS :—
Number of officers - 26
New system of appointment and promotion - 27
London letter carriers - 27
General effect of new system - 27
Examination of candidates for clerkships - 29
Examination of candidates for the situation of letter carrier - 29
Satisfactory result of allowing provincial Postmasters to appoint their own clerks - 29
Letter carriers' uniform - 30
Revision of Post Offices - 30
Irregular applications for increase of salary or for promotion - 30
Medical attendant - 30
Health of officers - 31
Improved dwellings for letter carriers - 31
Life insurances - 32

REVENUE AND EXPENDITURE :—
Gross revenue - 34
Apparent increase but real decrease - 34
Discrepancy explained - 34
Expenditure - 35
Actual increase of expenditure - 36
Chief causes of increased expenditure - 36
Net revenue - 37
Simplification of accounts - 37

MISCELLANEOUS :—
History of the Post Office - 37
New code of rules - 38
Postal guide - 38

Page
Regulation of clocks - - - - - - 39
Money sent in unregistered letters - - - - 39
Unfounded complaint of irregularities in the Post Office - 39
Letters posted without addresses - - - - - 39
Notice exhibited at each Post Office - - - - 40
Improved arrangements at certain Post Offices - - - 40
Secure mode of sealing letters - - - - - 40
Circular to Surveyors - - - - - - 40

CONTENTS OF APPENDIX.

Appendix A. :—

Extracts from a Report to the Secretary of the Post Office by a Committee of Officers, on the question of establishing District Sorting Offices and hourly deliveries in the Metropolis 41

Appendix B. :—

Report by Mr. Edward Page, Inspector-General of Mails, on some points connected with the relations between the Post Office Department and Railway Companies - - - - 45

Appendix C. :—

Number, as nearly as can be estimated, of chargeable letters delivered in the United Kingdom in the year immediately preceding the first general reduction of Postage on the 5th of December 1839, and in each complete year subsequent thereto ; also (in the first year) the number of franks - - 56

Appendix D. :—

An account showing the gross and net Post Office revenue, and the cost of management, for the United Kingdom, for the year ending the 5th January 1838, and for each subsequent year - - - - - - - - 57

Appendix E. :—

An account of the amount of postage, &c., collected at certain cities and towns of the United Kingdom, including postage stamps sold by this department, and by the office of Inland Revenue and its agents, during the years 1854 and 1855 - 58

Appendix F. :—

Number and amount of money orders issued and paid in the United Kingdom during the year ending the 5th January 1840 and each subsequent year ; being, as respects England, up to the 5th April 1847 inclusive, to a certain extent estimated - - - - - - - 59–60

Page

Appendix G. :—
Postal communication with the Australian Colonies - - 61

Appendix H. :—
Reply to a Memorial from a number of London letter carriers - 72

Appendix I. :—
Medical officer's first periodical Report - - - - 74

Appendix J. :—
Extracts from an historical summary of the Post Office in Scotland - - - - - - - 78

Appendix K. :—
Unfounded complaints against the Post Office respecting the loss of letters - - - - - - - 81

Appendix L. :—
Circular to Surveyors - - - - - - 82

SECOND REPORT.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I have the honour to present to your Lordships the Second Annual Report on the Post Office, being that for the year 1855.

Extension of Inland Service.

Number of Post Offices.

Last year the number of Post Offices in the United Kingdom was increased by 525, making the whole present number 10,498. Of these 920 are Head Post Offices, and 9,578 Sub-Post Offices, or Receiving Offices.

Rural Posts.

Further progress has been made in revising the postal arrangements of the rural districts. It is in these districts that many of the new Offices have been opened, and much additional accommodation has been afforded by the appointment of rural messengers, who collect and distribute letters at places too small to warrant the establishment of a Post Office.

Pillar Letter Boxes.

In addition to these extensions of the system many pillar letter boxes have been put up, and have been found to afford much public accommodation. One advantage they afford is that collections can be made from them at hours when it would not be reasonable to expect any but regular Postmasters to be on duty.

The experimental use of pillar letter boxes having fully succeeded, I intend soon largely to increase their number, especially in London.

Free deliveries.

Free deliveries were established last year at 1,327 places where none had formerly existed; and at 649 other places the free delivery was extended or otherwise improved.

The extent to which a free delivery has been provided at places which did not till lately enjoy this advantage is shown by the following table, containing the estimated number of letters now delivered free in the rural district

round each of the towns enumerated, for which it would formerly have been necessary either to send a messenger or to pay a gratuity to the postmaster:—

Surrounding Rural district.	Letters delivered free every week.
Southampton	980
Greenock	1,360
Tunbridge Wells	1,420
Colchester	2,440
Huddersfield	2,760
Norwich	4,030
Halifax	4,680

Morning delivery in London District.

An earlier morning delivery of General Post letters, which about two years ago was afforded to many places in the London District, that had not before that time enjoyed this advantage, was last year extended to Tottenham, Finchley, Edgeware, Barnet, and several other places.

The early completion of the first daily delivery of letters in London has long been justly regarded as an object of great importance, comprising, as it does, the great bulk of the correspondence both from other parts of the United Kingdom and from foreign countries.

Contemplated improvements.

I hope that by the gradual introduction of various measures, the time for completing this important delivery throughout the metropolis may be eventually brought as early as 9 A.M.

It is most desirable, at the same time, to secure a more speedy transmission of letters between one part of London and another.

Requisite measures.

For some time past measures have been in progress for attaining both these important ends, but the machinery involved is so extensive and complex that it is necessary to proceed with great caution, since any violent change might produce an amount of derangement which, however temporary, would interfere most seriously with the public convenience.

Thus one necessary preliminary was the union of the two corps of letter-carriers, district and general. This union implied a re-arrangement of the walks; since under the old system London had been differently divided with reference to the duties of each class, whilst neither mode of division was found suitable to the service when united.

An obvious consequence of such a change, affecting, as it did, not only the delivery but the sorting of the letters, was that, in the outset, the delivery underwent some delay. This inconvenience is not even yet quite removed.

In the Appendix* will be found an extract from the Report of a Committee of Officers appointed to consider the details involved in the necessary changes.

District Offices.

The plan may be briefly described as follows:—

To remove the obstacles arising out of the enormous magnitude of London—obstacles constantly on the increase,—the whole metropolis has been divided into ten districts, and each district will be treated in many respects as a separate town. Thus, instead of all district post letters being carried, as at present, from the receiving-houses to the office in St. Martin's-le-Grand, there to be sorted and re-distributed, the letters will be carried to the principal office of the district in which they are posted, and being sorted there, will be distributed at once to the different districts to which they are directed.

It is obvious that this arrangement will, in many cases, greatly reduce the time of transmission. Thus a letter from Cavendish-square to Grosvenor-square, instead of travelling four or five miles, as at present, would go almost directly from one place to the other.

When this plan is brought fully into work, hourly deliveries will take place throughout the metropolis, thus bringing delay in the transmission of District Post letters almost to a minimum.

The chief obstacle encountered in the establishment of the district system is the want of suitable buildings; a want, however, which the Department is supplying as fast as circumstances allow.

This division of the metropolis into *quasi* different towns, in addition to its more obvious advantages, may be made materially to facilitate the acceleration of the delivery of General Post letters referred to above. To complete this acceleration, however, other extensive changes are required.

Sorting of Letters before arrival in London.

In the first morning delivery 481 letter-carriers are employed, each having his separate walk; consequently the letters have to be sorted into 481 distinct portions, according to the localities to which they are addressed. As it would be obviously impracticable to do this at once, the plan has long been to sort them first according to districts, the letters thus divided being subsequently subsorted for the walks by district sorters, who alone have the minute local knowledge required for this latter process.

It is obvious that to whatever extent the District sorting can be effected before the letters reach London, to a

* Appendix, page 41.

corresponding extent the commencement of delivery may be hastened; and though, from what has been said above, it is clear that the subsorting must be done in London, yet the previous process may, at least with assistance from the public, be performed before the Mails reach London, viz., partly at the larger provincial offices, and partly on the railways.

If this can be effected, the bags, on reaching the London Stations, may be at once forwarded to their respective districts, and the letters, after being sub-sorted at the district offices, may be at once delivered by men already on the spot.

Thus it appears that, supposing these arrangements to be brought into successful operation, time will be saved in several different ways; and I confidently expect that the combined effect will be the completion of the delivery throughout London by the early hour named above, viz.: 9 a.m.

Public co-operation requisite for rapid sorting.

To secure so great an advantage, it is perhaps not unreasonable to hope that the public may be willing to give its ready co-operation.

The whole plan of acceleration in the delivery of the General Post letters depends upon the first assortment being effected previously to the arrival of the Mails.

As London will for postal purposes be in effect divided into ten towns, it is essential to the complete working of the plan, that the letters should be directed accordingly. For this purpose it would suffice, if to the address there were appended initial letters indicating the district, as N. for the Northern, S.W. for the South-western, &c., the public of course first receiving the necessary information, and all other aids being given.

To enable provincial correspondents to act on this suggestion, little more would be necessary than for London residents to append the initial letters, as above, to their own addresses. In many instances the address thus given would be shorter than at present. Thus, "Liverpool Street, Bishopsgate," might be reduced to "Liverpool Street, E.C." (Eastern Central District); and "Hill Street, Berkeley Square," to "Hill Street, W." (Western District).

Map of London District.

In the Appendix is a Map of the London District divided in accordance with the foregoing plan.

Duplicate names of streets.

This advantage might be greatly extended should the Metropolitan Board of Works, in the exercise of one of its powers, see fit to remedy the evil pointed out in the first

Annual Report on the Post Office,* so far as to get rid of duplicate names when found in the same district.

In Edinburgh and Manchester the delivery of letters has been accelerated by the use of carriages for conveying the letter-carriers to the more distant parts of those cities. Accelerators.

During the past year 69 additional towns were provided with Day Mails either to or from the metropolis, and some of these with Mails in both directions. Day Mails.

By an acceleration of the Night Mail on the Great Western Railway, which took place last spring, an earlier arrival and later despatch of the London Mail were obtained for Plymouth, Falmouth, and other towns in the west. Accelerations.

In connexion with this measure a direct night communication (via Gloucester) was opened between the West of England and South Wales; and the uncertainty of the Aust Ferry passage across the Severn, the delays by which had given rise to frequent complaint, is avoided.

By means of additional sorting in the London Office during the night, and by the use of an early express train from Euston Square, colonial and foreign letters arriving in the night are conveyed several hours earlier than heretofore to Birmingham, Liverpool, and Manchester.

In June last an important acceleration was effected of the Night Mails between London, and the North of England, Ireland, and Scotland. By this measure a large addition was at many places made to the interval for replying to letters, an addition amounting at Dublin, Liverpool, Newcastle, Sheffield, and York to more than two hours; at Carlisle and Dumfries to more than three hours; at Edinburgh, Greenock, Perth, Aberdeen, and Inverness to more than four hours; and at Glasgow and Dundee to about five hours. Mails between London, the North of England, Ireland, and Scotland.

The exertions made by the various railway companies to perform their engagements with respect to the new and higher speed, were attended, at first, with much success. A reference to the mail guards' time bills for the month of June last shows that, under arrangements which insure a reasonable limitation of the weight of the train, it is perfectly practicable to maintain a satisfactory working of the Night Mail at the accelerated speed. Unfortunately, however, as the tide of passenger traffic incidental to the season of the year set in to the north, the correct working of these trains gradually fell off, until at length the arrival of the Night Mail at the principal towns in Scotland became so irregular

* Page 43.

as to require from the Post Office serious and repeated remonstrances.

A long correspondence ensued between this Department and the London and North Western, Lancaster and Carlisle, and Caledonian Companies; that on the side of the Companies consisting in assurances that no exertions should be spared by them to improve the working of the trains and to restore regularity; and it is but just to state that, short of adopting the suggestion of the Post Office, that a second night passenger train should be established throughout between London and Edinburgh and Glasgow, for the purpose of relieving the Mail train of the excessive traffic, these promises have been faithfully kept.

As the end, however, still remained unattained, the Department renewed its proposal, either that the Night Mail train should be run *special* (without passengers) or that the number of carriages in the train should be strictly limited.

To the former of these arrangements the conditional assent of the three companies concerned was ultimately given; and I hope that this improvement (for which the Post Office is of course prepared to give fair remuneration) will shortly be brought into operation.

With a light train, whether special or limited, I confidently expect that the promised speed will be fully attained, and that with regularity and safety.

Mutual penalties for preventing irregularities.

Reference was made in the last Report to a proposal to certain railway companies, in order to ensure greater regularity in the arrival of the Mails, to establish a system of mutual penalties, under which, according as the cause of delay in any case rested with the company or with this Department, the party in fault should pay a fine to the other; an inducement to enter into the covenant being held out by the offer that for every punctual arrival the company should receive, in the way of premium, a payment beyond that which had been fixed as a fair remuneration for the service. At the time the Report was presented, however, the proposal had nowhere been accepted; but the North British Railway Company having since signified their acquiescence, measures are in progress, as regards their line, for carrying the plan into effect.

North of Ireland, and south-west of Scotland.

An improvement has been made in the postal communication from the north of Ireland to the south-west of Scotland; thereby affording increased facilities in relation to the large iron and coal trade between those districts.

Allusion was made in the last Report to measures in progress for improving the Mail communication with the Isle of Man and on the Clyde. The first of these improvements has been carried into effect, but the measures with reference to the Clyde have not hitherto become permanent, owing to the inability of the contractors to perform their engagement. Isle of Man and Clyde.

A contract has just been entered into for the regular conveyance of the Mail by steam to the Orkney Islands, the packet to run daily in summer and thrice a week in winter, in lieu of occasional steam communication supplemented by a sailing boat. Orkney Islands.

Increased use has been made of several of the railways. Increased use of railways.

By means of the establishment of an additional express Mail train from London to Dover, of the reduction in the time allowed for the sea-service, and of an acceleration of the Mail train from Calais to Paris (an arrangement which met with the ready co-operation of the French Post Office), a much later dispatch from London of the Day Mail to France has been afforded, the time being now as late as 1.30 p.m. Improved Day Mail to France.

This change, besides affording to the merchants of London the opportunity of replying the same morning to letters from France received by the Night Mail, admits of letters from Scotland, Ireland, and the north and south-west of England, which arrive in London by the Day Mail, being sent forward by the Day Mail to France, instead of being detained as previously for the Night Mail.

In connexion with the express train to Dover the Day Mail to towns on the South Eastern Railway has been rendered more convenient to the public.

An arrangement has been made for improving the postal communication between Waterford and Cork, Limerick, and other towns in the south-west of Ireland; and measures of a yet more important character are under consideration for accelerating the Mails between that kingdom and England. Irish Mails.

Experience having confirmed the advantages to be derived from the use of travelling Post Offices, several additional offices of this kind have been provided. Much greater use also has been made of the apparatus for exchanging Mail bags on railways. Travelling Post Offices.

Exclusive of conveyance by steam-vessels and boats, and not counting the walks of letter-carriers and rural messengers, or the carriage of the Mails from Post Offices to railway stations, the whole distance over which Mails are now conveyed within the United Kingdom is nearly 59,000 Conveyance of Mails.

miles per week day, being about 2,000 miles more than at the end of 1854. This increase is wholly in railway conveyance. It will be seen, however, by the subjoined table, that more than half the duty is still performed by coaches and Mail carts.

—	Mails conveyed by Railways				Mails conveyed by Coaches, &c.			
	Number of Miles per Week Day.	Average Charge per Mile.	Maximum.	Minimum.	Number of Miles per Week Day.	Average Charge per Mile.	Maximum.	Minimum.
		s. d.	*s. d.*	*d.*		*d.*	*s. d.*	*d.*
England - -	21,069	0 $9\frac{1}{4}$	4 10	$\frac{1}{4}$	19,371	$2\frac{1}{4}$	0 $10\frac{1}{4}$	Exemption from Tolls.
Ireland - -	2,503	1 $5\frac{1}{2}$	4 6	$\frac{1}{2}$	7,293*	2	0 8	$\frac{1}{2}$
Scotland - -	3,537	0 $8\frac{3}{4}$	3 2	$\frac{3}{4}$	5,003	$2\frac{1}{2}$	0 $6\frac{1}{4}$	$\frac{1}{4}$
United Kingdom	27,109	0 10	4 10	$\frac{1}{4}$	31,667	$2\frac{1}{4}$	0 $10\frac{1}{4}$	Exemption from Tolls.

Much misapprehension apparently prevails with regard to the effects produced upon the Post Office service by railways.

Postal effects of railways.

Undoubtedly great advantage has arisen from the employment of railways in respect of rapid conveyance. Between districts which, even in the best days of the Mail Coach system, were, postally speaking, two days apart, the letters now pass in a single night.

The facilities thus afforded to commerce, and to the business of life in general, can hardly be exaggerated, nor is there any doubt that they have tended largely to increase the amount of postal correspondence; while in return cheap postage has equally tended to increase railway traffic.

Again, the service has been most materially promoted by the introduction of travelling Post Offices, i.e., carriages in which the Mail bags are opened and made up, the letters being assorted while the train is in progress; an arrangement which not only obviates the necessity of the stoppages which would otherwise be required at certain "forward" offices, but has greatly tended to reduce the number of Mail bags and accounts, and to simplify the whole system.

Against these great advantages, however, there is an important set-off in increased expense; for, strange as it

* The corresponding number of miles in the Report for 1854, was, by an error, much overstated.

may seem, that change which to the public at large has so much reduced the charge for the conveyance, whether of persons or of goods, has had precisely the reverse effect as respects the conveyance of Mails.

No doubt this result is attributable partly to the necessity for running certain Mail trains at hours unsuitable for passenger traffic; but even when the Post Office uses the ordinary trains established by the companies for their own purposes, the rate of charge, especially considering the regularity and extent of custom, is almost always higher than that made to the public for like services.

It is important that these facts should be correctly understood,—especially by those who may have to arbitrate between the Post Office and the railway companies,—because from time to time great efforts have been made to represent the service as underpaid.

The total payments to the Companies for the year 1854 were 392,600*l.*, which, it may be observed, exceeds by 83,000*l.* the 5 per cent. passenger tax for the same period.

The above points are fully discussed in an able Report by Mr. Edward Page (Inspector General of Mails), which will be found at page 45 of the Appendix.

To this Report I would also refer for an investigation of the claims frequently made by the railway companies for compensation, on the ground of alleged injury by the Book Post. The Report clearly shows:—

1st. That the service which is alleged to be an injury, is, in reality, a benefit.

2nd. That, even if it were otherwise, the law relieving newspapers from the compulsory stamp must have had the effect of transferring from the Mail bags to the companies' vans a weight of newspapers many times exceeding that which the Book Post is erroneously alleged to have withdrawn from the companies' vans to the Mail bags.*

Holyhead Railway.

In reference to the general question of payments by the Post Office for railway service, I think it well to call attention to a fact mentioned by Mr. Rowland Hill, in his evidence in the early part of the year, before the Committee of the House of Commons on Irish postal arrangements;

* As nearly as it can be estimated it appears that while the whole number of Book Packets conveyed annually by the Post Office is probably overstated at three millions, the number of newspapers passing through the Post has decreased by about 25 millions, or by more than eight times the number of all the Book Packets. Besides this reduction in number there has been a decrease in the average weight of the newspapers sent through the Post, and the combined effect of these changes has been to reduce the total weight of the newspapers by an amount more than nine times as great as the total weight of all the Book Packets.

viz.: that at least one half of the sum of 30,000*l.* per annum, paid to the Chester and Holyhead Railway, is in excess of the sum which would probably be awarded by arbitrators; and is given in accordance with a Treasury minute on the subject, made at the time this railway was projected, to facilitate the intercourse with Ireland.

Number and Weight of Letters, Newspapers, &c.

Number of Letters.

The following table shows the number of chargeable letters delivered in the United Kingdom during the last year, with the rate of increase, and the proportion of letters to population.*

	Number of Letters in 1855.	Increase per Cent. on Number in 1854.	Proportion of Letters to Population.
England - - -	368 millions.	About $2\frac{3}{4}$	About 19 to each person.
Ireland - - -	42 „	„ $2\frac{1}{2}$	„ 7 „
Scotland - - -	46 „	„ $4\frac{1}{2}$	„ 15 „
United Kingdom -	456 „	„ 3	„ 16 „

As compared with last year this number shows an increase of 13 millions; and as compared with the last year before the introduction of the Penny Postage (1839), an increase of 380 millions, or exactly six-fold.

During the last five years the rate of increase in letters as compared in each case with the number in the preceding year, has been as follows:

	per Cent.
1851 - - -	4
1852 - - - -	$5\frac{1}{4}$
1853 - - -	$8\frac{1}{4}$
1854 - - -	8
1855 - - -	$2\frac{3}{4}$
Average about -	$5\frac{1}{2}$

Valentines.

The number of Valentines passing through the Post Office every year, as shown by the increase in the number of letters

* This table is to some extent an estimate, being the result of a calculation founded on a record of the actual number of letters delivered in one week of each month in the year. At page 56 in the Appendix will be found a statement of the number of letters in each year since 1838.

in Valentine week, is upwards of 800,000. The largest proportion is in England and Scotland, and in both these parts of the kingdom the number is increasing, but in Ireland it is on the decrease.

Of the whole number of letters nearly a quarter are delivered in London and the suburban district; and counting those also which are despatched, nearly half the letters pass through the London Office.

The number of letters given in the foregoing statements includes colonial and foreign as well as inland letters; though even in the aggregate the colonial and foreign letters delivered in the United Kingdom form but a small fraction, not more than about one fiftieth, of the whole number of letters.

Of the increase of 13 millions last year in the number of letters, about 300,000 were in letters from Australia; about 150,000 in letters from the East Indies; about 70,000 from Canada; about 340,000 from France; and about 340,000 also from Prussia; owing chiefly in the latter case to the letters from our fleet in the Baltic coming through Prussia.

In the letters from the United States there was a decrease of more than 500,000, owing probably to the diminished frequency of postal communication caused by the withdrawal, for the purposes of war, of some of the mail packets. The increase in the number of letters from Canada might seem scarcely consistent with such explanation; since the less frequency of postal communication applied to both cases. In that of Canada, however, there was a large reduction in the rate of postage, while there was no such reduction as respects the United States.

Correspondence with the Army and Navy.

Reference was made in the last Report to the large number of letters passing between our soldiers on the shores of the Black Sea and their families and friends at home; but great as was the number in 1854, it was still greater last year, as will be seen by the following Table; which is exclusive of ship letters and of letters from persons engaged in the Transport Service:—

LETTERS *vid* FRANCE.

Year.	To the Army and Navy.	From the Army and Navy.	Total to and from the Army and Navy.
8 months, 1854 -	282,000	325,000	607,000
12 months, 1855 -	762,858	1,198,853	1,961,711

Thus it appears that last year, through France alone, nearly two millions of letters passed between the people of this country and Her Majesty's Army and Navy in the East; a number greater than that which passed during the same time between the United Kingdom and the East Indies or Australia, or any foreign country, except France, and the United States; the inhabitants of these latter countries, with the English families residing there, being the only people who last year exchanged with us a larger number of letters than our Army any Navy in the East.

With reference to the number of returned, mis-sent, or re-directed letters, Mr. Scudamore, Chief Examiner in the Receiver and Accountant General's Office, makes, in his able Report, the following statement:—"In the year 1838 "the postage on returned, mis-sent and re-directed letters "amounted to $4\frac{1}{4}$ per cent on the gross revenue of the Post "Office of Great Britain. In the year 1841 (the second after "the adoption of Penny Postage), it had fallen to $2\frac{1}{4}$ per "cent.; in the year 1852 it had fallen to one per cent, "and in the year ending 31st March 1855 it was only "three quarters per cent. on the gross revenue of the Post "Office of Great Britain for that year. It is but fair "to say, that the reduction in the number of returned, "mis-sent and re-directed letters, is mainly due to the "improvement of the system, though it may be due partly "to the increased intelligence of the writers, and partly to "the fact, that letters are not now (as in the days of heavy "postage) written merely to be looked at, and refused by "the parties to whom they are addressed."

Returned Letters.

Last year the number of returned letters, that is, of letters which were sent to the Dead Letter Office and returned to the writers in consequence of the attempts to deliver them having failed, was nearly 2,400,000, or about one-half per cent. on the whole number of letters posted.

The number of newspapers sent to the Dead Letter Office last year was nearly 600,000.

The population in the Colonies being more scattered and less settled than that of the mother country, the proportion of returned letters there appears to be much greater than with us. Especially does this seem to be the case in Victoria; for while the whole number of letters sent to that Colony last year was about 350,000, more than 42,000, or about 12 per cent., were returned, as undelivered and not applied

for. This is the more remarkable, as nearly 40,000 of these letters had been pre-paid, and nearly 1,500 had even been registered.

Of nearly 2,000,000 letters sent to the United States last year, more than 103,000, or about five per cent., were returned; but of these the great majority had been posted *unpaid.*

Of about 2,300,000 letters sent to France last year, 37,000, or about one and a half per cent., were returned; about two-thirds of them having been posted unpaid.

Envelopes. The proportion of letters sent in envelopes is still increasing, and is now, as respects Inland letters, as much as 93 per cent.; and even in the case of Colonial and Foreign letters, 71 per cent.

Weight of Letters. Excluding official packets, the average weight of an Inland letter, or packet paying the full letter rate, is between a quarter and a third of an ounce; that of a Colonial letter rather more than a third of an ounce; and that of a Foreign letter rather less than a quarter of an ounce.

Newspapers. The abolition of the stamp duty on newspapers, and the substitution of a postage charge, have caused a decrease of about one-fourth in the number of newspapers posted; nevertheless (retransmissions included,) there are still posted about 71 millions of newspapers per annum, or nearly 200,000 every day. Of these much the larger portion still bear the impressed stamp.

It appears by information obtained from the Commissioners of Inland Revenue, that about 93,000*l.* was received between the 30th June last (when the compulsory newspaper stamp was abolished) and the 31st December for impressed stamps to enable newspapers to pass free through the post; and during the same time about 25,000*l.* was received for postage labels employed for the same purpose. These sums, which together amount to about 118,000*l.* for the half year, or to 236,000*l.* for a year, show a loss, as compared with the amount of the former newspaper stamp duty, of about 242,000*l.*; or of rather more than one half.

The average weight of the newspapers which pass through the Post Office is now about three ounces each; this average having decreased, since the abolition of the newspaper stamp, by about half an ounce.

Book Packets.

The number of book packets, exclusive of newspapers, which now pass through the London Office is at the rate of about 1,400,000 per annum, being an increase of more than a million, or of 273 per cent. on the number in 1854. Concurrently, however, with this increase in number there has been a decrease in the average weight per packet from ten ounces to four and a half ounces; so that the increase in the total weight is less than 70 per cent.

To a considerable extent the book packets consist of tradesmen's circulars and catalogues; which, when more than half an ounce in weight, can now be forwarded most cheaply as book packets. This term is used to comprehend all printed matter, except newspapers bearing an impressed stamp.

As already stated, about half the letters of the whole kingdom pass through the London Office. As London is the chief place of publication, it is probable that a yet larger portion of the book packets pass through this Office; but, assuming the proportion to be the same as with letters, the whole number of book packets posted in the United Kingdom is now at the rate of about 3,000,000 per annum.

The great increase in number is chiefly attributable to a large reduction in postage made last summer; the present charge being only one penny for four ounces; but in part also to the extension of the Inland Book Post to the British Forces engaged in the war, and to the Foreign Legion stationed at Heligoland.

Money Orders.

Money Order Offices.

Including five branches in large towns, 63 new Money Order Offices were opened last year, making a total of 1,935.

Ten years ago there were only 1,280 Money Order Offices in the United Kingdom.

Number of Money Orders, &c.

The subjoined tables show the number of Money Orders issued during the year, with other particulars.*

* In order to avoid the delay which is necessary for completing, in all particulars, the financial accounts of the year, the sums given in this Report, whether relating to Money Orders or to the General Revenue and Expenditure, are, in part, the result of estimate; but it is believed that any error which may exist is so slight as to be scarcely appreciable. At page 59 in the Appendix is a statement of the number of Money Orders issued in each year since 1839.

—	Number of Money Orders issued.	Amount.	Increase per Cent.	Profit after deducting Expenses.	Proportion of Money Orders issued to Population.
		£ s. d.		£	
England and Wales	4,901,316	9,403,104 5 6	5	20,514	1 to about 4 persons
Ireland - - -	444,720	753,560 2 8	9	Loss 957	1 „ 14 „
Scotland - -	461,376	852,615 4 0	4½	695	1 „ 7 „
United Kingdom -	5,807,412	11,009,279 12 2	5¼	20,252	1 „ 5 „

Annual Increase in the Amount received for Money Orders issued in the last Five Years, as compared in each case with the Amount received in the Year preceding.

Year.	England and Wales.	Ireland.	Scotland.	United Kingdom.
1851	About 4¾	About 4¾	About 1¾	About 4½
1852	„ 7¼	„ ½	„ 1¾	„ 6¼
1853	„ 5½ per cent. increase.	„ 1 per cent. increase.	„ 4¼ per cent. increase.	„ 5¼ per cent. increase.
1854	„ 5½	„ 4¼	„ 8½	„ 5½
1855	„ 5	„ 9	„ 4½	„ 5¼

Total Profit or Loss in each of the last eight years :—

	Profit. £	Loss. £
1848 - - - - -		5,745
1849 -	322	
1850 -	3,236	
1851 -	7,437	
1852 -	10,689	
1853 -	14,149	
1854 -	16,167	
1855 -	20,252	

Changes in Ireland.

It appears that while the number of Orders issued in Ireland has increased, the number paid in Ireland has diminished ; also, that the Orders granted in Ireland are generally for larger sums than heretofore.

These facts afford additional evidence of the greater facilities now existing in that part of the empire for obtaining lucrative employment, and of the consequently diminished tendency to seek employment in England.

Increased facilities.

Increased facilities have been afforded for obtaining Money Orders by dispensing with certain precautions which experience has shown to be unnecessary.

How far it may be owing to these greater facilities I cannot say ; but it appears that the number of Money Orders

issued in the last quarter of 1855 was not only greater than that in any previous quarter of this or any other year, but showed a more rapid rate of increase than at any previous time.

Extension of Money Order system to Army in the East;

In the latter part of the year arrangements were made for extending the Money Order system to our Army in the East, so as to give our soldiers a ready means of sending money to their families; but as yet there has scarcely been time for remittances to arrive.*

and to Navy.

Arrangements have also been made, and will shortly come into operation, for enabling all sailors on foreign service to send money home by means of Money Orders obtainable through the paymaster of the ship in which each man may be serving.

Great increase in number of Money Orders at certain towns in England.

So great has been the increase of Money Order business at some towns, that at Liverpool nearly twice as many Orders were issued and paid in the single month of December last, as in the whole of the year 1840, while at Birmingham the corresponding increase is even fourfold.

Payments in London.

One-tenth part of all the Money Order payments in England and Wales in December last was made at the Chief Office in London.

Lapsed Orders.

A curious illustration of the pertinacity of a careless habit in individuals is afforded by the fact, that while of the ordinary class of Money Orders issued, only 1 in 837 is allowed to lapse from neglect in presentation, nevertheless, of those orders which, though being too late in the first instance, are renewed for a certain period on the payment of a second commission, 1 in 39 is again overlooked, and allowed to lapse.

Improvements in Chief Office.

In concluding his report, Mr. Jackson, the Controller of the Money Order Office states as follows:—

"With reference to the alterations in the system of Money "Order accounts recommended by the Commissioners, and "which commenced 1st January 1855, I beg to say that "they have been fully carried out, and it is with much "pleasure I am enabled to state they have in every respect "answered; and although these changes have been accom- "panied by a steady and constant increase in the business "of the Office, the work has proceeded most satisfac- "torily."

The alteration in the system of accounts referred to by Mr. Jackson, dispensed with the labour of 21 clerks, and

* March 17th. The system has now been in operation about eight weeks, and the money received in this country already amounts to more than 13,000*l.*

this after previous simplifications originating in the department which had produced a saving of labour equal to that of 75 clerks.

Owing, however, to the constantly increasing business of the Department, improvement, even when it economises labour, is not attended with the painful duty of discarding officers. The difficulty is met by simply omitting to fill up vacancies.

Colonial Posts.

During the last year the low uniform rate of Postage between the mother country and the colonies has been applied to Tasmania, Sierra Leone, and Turk's Islands, and on the 1st of February it will be extended to the East Indies. Reduced Postage.

The Government of the Cape of Good Hope has not yet signified its acquiescence in the measure; but as its attention has again been drawn to the subject, I hope that before long the correspondence of that colony will participate in these advantages.

In May last, it was ascertained that the Government of Victoria, which, it was understood, had adopted the measure, had not really carried it into effect; that a heavy inland rate was still levied in the colony upon all letters forwarded to England; and that no steps had been taken towards the collection of the postage due to the mother country upon unpaid letters despatched to the colony.

It became necessary, therefore, to re-impose the former rate of postage on letters for Victoria, and to collect it in advance. Subsequently, however, information was received that the Colonial Government had adopted the proposed arrangements, and in November the low uniform rate of postage, with optional prepayment, was re-established.

In a few days the uniform postage of 6*d.* the half ounce, on letters to or from the mother country, will extend to all the colonies, except the following :—

Ascension.	Mauritius.
Cape of Good Hope.	Natal.
Falkland Islands.	New Zealand.
Gambia.	Vancouver's Island, and
Labuan.	Western Australia.

The colonial Book Post has been extended to South Australia, Sierra Leone, and Western Australia, and a Book Post between colony and colony (so far as relates to the Book Post.

colonies under the postal control of Her Majesty's Postmaster General) will commence on the 1st April next.

The following colonies have not yet availed themselves of our offer to establish a Book Post with the mother country :—

Victoria.	Gambia.
Tasmania.	Labuan.
Natal.	Turk's Islands, and
Falkland Islands.	Vancouver's Island.

The privileges of the Book Post to the colonies have, in several respects, been assimilated with those of the Inland Book Post, and thereby extended.

Australian Mails.

The General Screw Steam Shipping Company having relinquished their contract for the conveyance of mails to Australia, and the Peninsular and Oriental Steam Navigation Company having suspended the branch service which they had contracted to perform between Australia and Singapore, owing to several of their ships being required by Government for the conveyance of warlike stores, a communication twice a month with the Australian colonies was maintained last year by clipper ships, the owners of which entered into contracts to perform the service in a given number of days, subject to penalties for delay of sailing or for excess of time on the voyage.

Similar contracts have been entered into for the present year, but only for the outward Mails, as the contractors declined to undertake the regular conveyance of those homeward. The latter Mails, however, the Colonial Postmasters will be able, without difficulty, to forward (though probably not at fixed times) by private ships.

The contracts are terminable at any time on six weeks' notice, so as to allow the Imperial Government, in conjunction with the Colonial Governments, to conclude arrangements for the re-establishment of steam communication between the United Kingdom and the Australian Colonies, in accordance with the principles laid down in a Treasury Minute on this subject, given at page 61 in the Appendix.

At first the contracts by sailing clippers were for the conveyance of a Mail once a month only, but about seven months ago an arrangement was made for dispatching the Mails twice a month.

Cape of Good Hope.

Measures are in progress for re-establishing steam communication with the Cape of Good Hope.

The sea postage for the conveyance of letters between two British colonies or a British colony and a foreign port has, with few exceptions, been reduced to a uniform charge of 4*d.* the half ounce. Reduction in Postage between colony and colony.

The heavy charges made by the railway company for the conveyance of newspapers across the Isthmus of Panama, have rendered it necessary to raise the postage upon all newspapers sent by that route; but negotiations are in progress for the purpose of obtaining a reduction of these charges. Isthmus of Panama.

I hoped to be able to include in the present Report a series of returns on the postal improvements in the colonies, like those in the last Report, showing the improvements in foreign countries; but, although the requisite forms were sent out to all the colonies, in what seemed ample time, in many cases the returns are not yet made. Postal improvements in colonies.

Foreign Posts.

The reduction made, in the beginning of last year, in the postage on letters between this country and France, has been followed by a large increase of correspondence, amounting, exclusive of the augmentation of letters during the Great Exhibition in Paris, to about one-fourth of the whole. Reduction in French Postage.

Towards the end of the year an agreement was made for extending the advantage of low rates of postage between this country and France to books, newspapers, and other printed matter. The plan adopted is for the government of each country to charge such postage as it may think proper on all printed matter sent therefrom, and to retain the money so collected, but to pay to the Government of the other country a certain moderate rate per pound on the weight in bulk of the printed matter so dispatched, the packets on reaching their destination being delivered without further charge. French Book Post.

This arrangement came into operation on the first of this month, and has already led to a considerable increase in the number of books transmitted, although not, as yet, to any material alteration in the number of newspapers, the public being probably not yet fully alive to the fact that, as a general rule, the postage, now wholly paid in advance, is less than the former postage paid chiefly on delivery.

New postal conventions, having for their object a reduction and simplification of charges, are in progress with Belgium, the German Postal Union, and Spain. New conventions with Belgium, German Postal Union, and Spain.

A proposal has been made to the Government of Portugal, with a view to a reduction in both the British and Reduction in Postage to Madeira.

Portuguese postage on letters between this country and Madeira.

General Reduction of Foreign Postage.

I know it is your Lordships' desire, and it is one in which I fully concur, that the postage between the United Kingdom and every foreign country both on letters and printed matter should be moderate; but of course the arrangements necessary for the complete attainment of this desirable end, depend in a great degree upon the assent and co-operation of other Governments.

Indian Mail accelerated.

By the completion of the French Railway to Marseilles, the Mails to Turkey, the Crimea, the Levant, and India have been accelerated.

American Packets.

The British contractors for the North American Mail Packets, who had been obliged to reduce their service from once a week to once a fortnight, in consequence of several of their steam ships being required by the exigencies of the war, have been enabled to restore the former footing, and Mails will henceforth be despatched every Saturday from Liverpool by steamers proceeding alternately to New York and Boston; but the Mails to South America, which before the war broke out were forwarded every fortnight, are still sent only once a month.

Staff of Officers.

Number of Officers.

The number of officers and servants of the Department, exclusive of 171 in the colonies, and of agents in foreign countries, is as follows:—

Postmaster General - - -	1
Secretary, Assistant Secretaries, and Secretaries for Ireland and Scotland	5
Surveyors - - - -	13
Other superior Officers; *i. e.* Heads of Departments, Chief Clerks, &c. -	17
Postmasters - - - -	10,498
Clerks, &c. - - - -	1,519*
Guards - - - - -	180
Letter-carriers, Messengers, &c. - -	10,314
	22,547

Of the above staff about 2,800 are attached to the Chief Office in London.

* This number is exclusive of persons whose time is partially occupied in the service of the Department, but who are not regularly appointed officers, being engaged at the discretion of the Postmasters, to whom an allowance is made for that purpose.

So far as the test of time has yet been applied, the new system of appointment and promotion recommended by the Treasury Commissioners—concurred in by my predecessor, and adopted by your Lordships about a year and a half ago,—has operated very beneficially; so beneficially indeed, that the Commissioners are entitled to the gratitude of the whole Department; and I may add that indirectly they have conferred an important benefit on the country at large. New system of appointment and promotion.

Complaints have, indeed, been made, notwithstanding the liberal manner in which the change was effected; but many of these complaints have come from persons who, under the present improved plan of appointment, would never have been admitted into the service, and whose withdrawal would certainly be a great relief. Still, as it would be cruel to dismiss them, however unfortunate may have been their original appointment, I purpose to retain them in the service, excepting of course any that may forfeit their claim to consideration by misconduct.

In some instances, voluntary resignation has followed the loss of all hope of obtaining preferment except by merit.

Erroneous reports having appeared in some of the newspapers regarding the London letter-carriers, I have inserted in the Appendix* a copy of the reply which under my directions was made by the Controller of the Circulation Department to such of the letter-carriers as signed the memorial respecting alleged grievances. London Letter-carriers.

The general effect of the new system has been greater energy and increased efficiency. General effect of new system.

In the Circulation Department there has not yet been time to give the new arrangements (which involve a reconstruction of the classes according to qualification and efficiency) a fair trial; but the following statements will shew the working of the system in other departments:—

Mr. Scudamore, Chief Examiner in the Receiver and Accountant General's office, addressing the head of his department, says, "The Cashier and the Book-keeper have "desired me to add to my own their expressions of satis- "faction with the conduct of the officers in our respective "branches. Last year your attention was drawn to the "officers employed in the examination of Postmasters' ac- "counts, and to the great mass of work performed by them, "and also by the officers in the Book-keepers' branch. It "is needless for me to add that the same amount of work

* Appendix, page 72.

" is still performed by them; but I wish to direct your " attention to certain items of the work performed in the " Expenditure branch and in the Cashier's branch.

" In the expenditure branch upwards of 13,000 Payment " Warrants (exclusive of Salary Warrants) and each having " a corresponding account, were prepared and issued in the " year 1855.

" In the Cashier's branch upwards of 118,000 remittance " letters were received from Postmasters in the year 1855, " being an increase of about 10,000 on the letters of the " previous year.

" It is, of course, well known to you that the amount of " money which passes through the Expenditure and Cash " branches of this office on Revenue and Money Order " account is quite independent of the Gross Revenue of the " Post Office, and that changes which do not increase the " Revenue, but only hasten the collection of it, very greatly " increase the work of this Office.

" As an evidence of the amount of work performed in " certain branches of your Office, and of the increased " activity of those who collect and distribute the Revenue, " I will add that in the year 1854 there passed through " your Office, on Revenue and Money Order accounts, " upwards of 4,685,000*l.*, and in the year 1855 up- " wards of 4,986,000*l.*, being an increased circulation of " 301,000*l.*"

Mr. Jackson, Controller of the Money Order Office in London, states:—" My own endeavours have been ably " seconded by those of my chief clerk and the first-class " clerks; and indeed the whole body of officers have shown " the utmost zeal and industry throughout the year. Much " good has already arisen, and I feel confident the best " results may be expected from the present admirable " system of promotion, which so fully provides for the " advancement of those who merit it, and there can be no " doubt that the preliminary examination to which can- " didates are subjected, has supplied a more efficient " class of probationary clerks than was the case pre- " viously."

Mr. Long, Accountant in the Dublin Office, reports:—" I " am strongly of opinion that the efficiency of this Depart- " ment under the present arrangements will permit hereafter " an increase of business to be performed without an addition " being made to its present force."

In a subsequent part of his report Mr. Long speaks more specifically of the good results of the plan of probation before appointment, of the re-arrangements of the classes according to efficiency, of an augmentation of the salaries, and of the adoption of the principle of promotion by merit.

Mr. Lang, Controller of the Circulation Department in the Edinburgh Office, states:—"It affords me satisfaction to be "able to add, that the revision of this Department, which "took place in April last, has been attended with success "and manifest advantage to the public service. Also, that "the system of promotion by merit, then introduced, has "animated officers of all grades with a measure of zeal "which has contributed greatly to their efficiency."

Mr. Beaufort, one of the English Surveyors, reports:—"The great feature of the past year is the new system, "comprising appointment by examination of candidates, "progressive payments, and promotion by merit; although "but partially carried out at present, its effects are already "strikingly apparent, in giving a higher tone to the service, "inducing steadiness and good conduct, and inciting men "to an honourable rivalry.

"The appointment of officers of merit to the higher Post-"masterships has been attended with very beneficial results "in my District, and the employment of Postmasters in "establishing and regulating subordinate offices,—duties "formerly done by the Surveyor in person,—is found to "work well in every respect where the Postmasters are com-"petent men."

Examination of candidates for Clerkships.

Of 22 candidates for Clerkships in the London Office, last year, 11 were, on examination, appointed, and 11 were rejected; and of 8 candidates in Dublin, 4 were appointed and 4 rejected.

Letter Carriers.

Of 431 candidates for the situation of Letter Carrier in London, 313 were appointed and 118 rejected; and there was a similar proportion in Dublin; but in Edinburgh the proportion of rejections was larger, although the examination there is not at all more strict.

Clerks appointed by provincial Postmasters.

The arrangement for allowing provincial Postmasters to appoint their own Clerks having been found to work satisfactorily, in securing the selection of better qualified officers, and rendering it practicable and just to hold the Postmasters to a higher degree of responsibility, it is my intention to take another step in the same direction, by giving to the

Postmasters of the larger towns the choice of their Letter Carriers.

Preliminary Reports.

Before the appointment of any Clerk under this arrangement is confirmed, the Postmaster is required to make a written report on the candidate's age, character, and qualifications, accompanied with a specimen of his writing and power of calculation, together with a medical certificate respecting his health and constitution; and I shall lay down a similar regulation with regard to Letter Carriers. As respects both provincial Clerks and Letter Carriers also, I intend to make the appointment, in the first instance, probationary only, to depend for ultimate confirmation on the receipt of a satisfactory report at the end of six months; as is the case in the Metropolitan Offices.

Letter Carriers' Uniform.

The Letter Carriers, in several of the larger provincial towns, have been dressed in uniform, like those in London; an alteration which has been found not only to promote their general comfort, but to prevent loitering and neglect of duty.

Revision of Post Offices.

The revision of the offices in Edinburgh and Dublin, and at Liverpool, Manchester, Bristol, and Glasgow, mentioned in the First Annual Report, has been carried into effect; and similar revisions have been completed at Bath, Birmingham, Gateshead, Hull, Nottingham, Plymouth, Sheffield, and other towns. Considerable progress also has been made in revising the other chief provincial Post Offices.

Irregular applications for increase of salary or promotion.

In accordance with the rule that experience had shown to be necessary in the Customs and Inland Revenue Departments, it is now a regulation of the Post Office that no person in its service shall make an application for increase of salary or promotion except through his immediate Official Superior; with a provision, however, that if an officer have good ground for believing that his application has not been duly considered, he may write direct to the Postmaster General.

Officers who infringe this rule will be liable to punishment. It is most important in every way to make the officers of the department feel that they must rely entirely on their own exertions and merits for advancement, and that no interest, except that which is felt in a deserving man by those charged with his superintendence, will be of any avail.

Medical attendant.

Early last year it was determined to appoint, as a regular officer of the department, a medical gentleman to take charge

of the health of the large number of Letter Carriers attached to the Chief Office, to examine candidates for admission to the service, and to perform other medical duties. I know that it was Lord Canning's intention to nominate to this office Dr. Gavin, whose assiduity and success in the performance of similar duties during the cholera epidemic of 1854 were spoken of in the last report; and this intention would have been acted upon but for Dr. Gavin's untimely death whilst on temporary absence to assist in the organization of the military hospitals in the East. The post was subsequently conferred on Dr. Waller Lewis; a gentleman who, like Dr. Gavin, had given much previous attention to the means of improving the sanitary condition of large bodies of men.

Health of Officers.

Dr. Lewis' first periodical Report will be found in the Appendix;* and your Lordships will be glad to perceive that the general health of the officers since his appointment has on the whole been very satisfactory; although he is of opinion that there are causes in existence, particularly such as relate to the condition of the dwellings of many of the Letter Carriers, which prevent the health from being so good as it might be.

Improved dwellings for Letter Carriers.

The general freedom from disease which seems to be enjoyed by the occupants of the model houses that have been erected in the last few years affords ground for hoping that immunity from sickness to a similar extent might be enjoyed by the Letter Carriers if their dwellings were equally good; an object which might in some degree be attained by the erection in the neighbourhood of the Post Office of suitable buildings, available, on the payment of a moderate rent, to such of the Letter Carriers as might desire to live there.

Such an arrangement would be beneficial to the men not only by affording them better dwellings, but by saving their time and labour in walking to and from the Office; while to the Department much convenience would be given by the opportunity of speedily summoning an increased force on the arrival of any large Mail from abroad.

I do not propose that such buildings should be put up and maintained at the cost of Government, as I think the undertaking is more suitable to a public company; but the Department might afford aid by securing to the company

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* Appendix, page 74.

its rents, deducting the same from the wages of such Letter Carriers as become tenants.

Life insurances.

Reference was made in the last Report to some measures which had been taken (by payments of part of the premiums) for encouraging the officers of the Department to insure their lives. This measure has proved very acceptable, and many have already availed themselves of it, as will be seen by the following extract from the Report on the Receiver and Accountant-General's Department:—

"TABLE showing the AMOUNT and NATURE of the Aid in Payment "of Premiums on Life Insurances afforded to Officers of the Post "Office of the United Kingdom in the year 1855.

—	Policies not exceeding 50*l.*	Policies not exceeding 100*l.*	Policies not exceeding 150*l.*	Policies not exceeding 200*l.*	Policies not exceeding 250*l.*	Policies exceeding 250*l.*	Total number insured.	Per-centage of the insured on the employed.	Amount paid in aid of Premiums.
									£ s. d.
ENGLAND -	15	193	15	131	9	338	701	4½	959 4 7
IRELAND -	—	11	2	15	—	52	80	rather more than 3	142 15 11
SCOTLAND -	9	47	5	32	3	75	171	nearly 7	212 18 6
	24	251	22	178	12	465	952		1,314 19 0

"TABLE showing the AGES on which the various Officers "enumerated in the foregoing Table insured their Lives.

Ages.	England and Wales.	Scotland.	Ireland.	United Kingdom.
Under 20 years - -		3	—	7
20 years and under 30 „ - -	131	34	8	173
30 „ 40 „ - -	292	81	29	402
40 „ 50 „ - -	183	34	28	245
50 „ 60 „ - -	72	16	12	100
60 „ 70 „ - -	19	3	3	25
TOTAL - -	701	171	80	952

It is difficult to determine how many of these insurances were effected in consequence of the aid given by the Department (equal to one-fifth part of the whole premium), but it is believed that about one-third of the policies in England and Scotland are due to this aid, and about one-half in Ireland.

Funeral Money.

It had been the practice among the General Post Letter Carriers, on the death of any one of their number, to make a collection to pay the cost of the funeral, and to furnish the widow with a temporary fund for the support of the family. The contributions were 1*s.* or 2*s.* from each man, according to seniority, every one being expected to give with reference partly to the time he had been in the service, and partly to the official age of the deceased Letter Carrier.

The sum thus raised on the death of a Letter Carrier varied generally from about 25*l.* to 45*l.*; but owing to the union of the two corps of Letter Carriers, an apprehension arose that the collection of "funeral money" would gradually fall into disuse, and consequently that the families of those who might continue their contributions would reap no benefit.

Under these circumstances my predecessor received a memorial from the General Post Letter Carriers, asking for assistance in support of a fund to which many of them had long contributed, and which they had looked forward to as a means of affording relief to their families at their death.

On examination it was found that if, instead of engaging to pay funeral money, each of the memorialists, when he entered the service, had insured his life, even for 50*l.*, in some regularly constituted Insurance Office, he would not have had to pay more in the form of premium than he had had to contribute in funeral money; while his position would have been safe from all danger such as that which had given rise to the memorial.

Proceeding on this fact, Lord Canning gave directions that every Letter Carrier who had hitherto paid funeral money should be permitted to insure his life for 50*l.* in a regular Office, on the understanding that the difference between the rate of premium which he would then have to pay, as compared with what would have been demanded at the time he entered the service, should be defrayed by the Department; the money to be taken from the fund which your Lordships had kindly placed at the disposal of the Postmaster General for promoting life insurances.

I am glad to be able to state that about 300 Letter Carriers, not included in the preceding table, have thankfully availed themselves of Lord Canning's offer, and are in course of completing their insurances.

Revenue and Expenditure.

The following are statements of the Gross Receipts, Expenditure, and Net Revenue of the Department during the year 1855.*

Gross Revenue.

GROSS REVENUE.

	£	£
Letters, Book Packets, &c.:		
England	2,244,000	
Ireland	189,000	2,620,000
Scotland	187,000	
Commission on Money Orders:	£	
England	83,000	
Ireland	7,000	97,000
Scotland	7,000	
Total		£2,717,000

Apparent increase, but real decrease.

This sum shows an apparent increase of 15,000*l.* on the Gross Revenue for 1854, which was estimated at 2,689,000*l.*, but which actually reached 2,702,000*l.* Virtually, however, the receipts in 1855 instead of being larger than those of 1854 were somewhat less.

Discrepancy explained.

The discrepancy is thus explained; until last year the Commissioners of Inland Revenue, under whose direction the Postage Labels and Stamped Envelopes are manufactured, paid over to this Department only the net produce of the Stamps and Envelopes after deducting the cost of paper and manufacture; but now our accounts are on the one hand credited with the gross produce, and on the other hand are debited with the expense of paper and manufacture.

As compared with the year 1854, the gross revenue of 1855 is further increased by an addition, for the first time, of a charge for the conveyance of Newspapers.

As already stated, the greater portion of this charge is received for impressed Stamps by the Commissioners of Inland Revenue, and is not brought into the Post Office accounts; but that which is collected for Postage Labels, amounting to between a fourth and a fifth of the whole (being about 25,000*l.* out of about 118,000*l.* for the half-year since the abolition of the Newspaper Stamp), is carried to the Postal Revenue, and forms part of the foregoing sum of 2,717,000*l.*

The virtual diminution in the Gross Revenue of the Post Office, notwithstanding the addition just named, and the increase of letters is thus explained:—

* At page 57 in the Appendix a statement is given of the Receipts and Expenditure in each year since 1837; also a comparative return (Appendix, page 58) for the last two years of the amount of postage collected in many large towns.

1st. The diminished number of English Mail Packets between this country and the United States last year, owing to the war, not only reduced the correspondence, but transferred a large portion of the remainder from the British to the American Packets; thus causing a decrease of not less than 35,000*l.* in our share of the postage; to which must be added about 16,000*l.* for loss, caused in the same way, in the receipts for letters to Canada.

2nd. Notwithstanding the increase in the number of letters to France, consequent on the reduction of postage, already referred to, there was in this branch also a loss last year of more than 19,000*l.*; but I think it not impossible that this loss will quickly diminish, and that before many years have passed, the amount of French postage may be as large as before.

I entertain similar expectations also, and a yet speedier realization, with regard to the recent reduction in Colonial postage; and am supported in these expectations by the results already arrived at.

Expenditure.

EXPENDITURE.*	£	£
Salaries, Pensions, &c. - - - -		813,000
Buildings - - - - - -		25,000
Conveyance of Mails:	£	
By Railways - - - -	401,000	
„ Coaches, Carts, &c. and Wages of Mail Guards -	161,000	577,000
„ Packets † - - - -	15,000	
Manufacture of Postage Stamps, &c. - -		32,000
Miscellaneous, including the conveyance of Mails in Colonies under the postal direction of the Postmaster General; the conveyance of the Mails through Egypt; the cost of the Army Post Office; clothing for Letter Carriers and Guards; rents, taxes, law expenses, &c. - - -		144,000
Total - - - -		£1,591,000

* The entries under this head show the expenditure properly appertaining to the year, not the payments actually made.

† The Packet service is for the most part under the superintendence of the Admiralty, and is borne on the expenditure of that Department; the Contractors for the several lines being subject, in most cases, to conditions framed with other objects than the efficiency of the postal service. The above sum does not include the payments made by the Admiralty.

The omission in the expenditure of the Post Office of such part of the cost of these Packets as may fairly be chargeable to that Department, is more or less counterbalanced by the omission (under the head of Revenue) of the charge for the transmission (inland) of stamped newspapers.

The sum after deducting 32,000*l.* for the manufacture of Postage Stamps, (an item which, as already explained, appears in the accounts for the first time,) shows an apparent increase on the expenditure of 1854 of 146,000*l.*; but £28,000 of this is owing to the circumstance of the charge for railway conveyance in the year 1854 not having included sums which, while really belonging to that year's expenditure, were not paid till the year had closed. In the account for 1855, however, the sum stated shows, as nearly as can be ascertained, the real expense incurred without regard to the time of payment; and this course will be adopted in all future accounts.

Actual increase of Expenditure.

Thus corrected, the actual increase in expenditure last year over that for 1854 was about £118,000, or about 8 per cent.

Chief causes of increased Expenditure.

The following have been the chief causes of increased expenditure:—

1st. An increase in the number of Sorters and Letter Carriers in the London Office, required chiefly on account of the holiday now allowed to these men; the adoption of a higher scale of salaries for Sorters and Letter Carriers; and an enlargement of the pensions granted to these officers in old age.

2ndly. An addition to the salaries of most other officers in the London Office, resulting from the more general provision of an annual augmentation made in the scale of salaries recommended by the Treasury Commissioners.

3rdly. The revision, as already mentioned, of the Post Offices in Dublin and Edinburgh, and of some of the larger provincial towns. This revision is not yet complete, but it has already had the effect of increasing the number of Clerks and Letter Carriers, and of raising the salaries of many who were already in the service; producing in the aggregate an enlarged annual expense of about 32,000*l.*; to which sum must be added about 5,000*l.* for uniforms, supplied, for the first time, to the Letter Carriers in Liverpool, Glasgow, Manchester, Bristol, and Birmingham, and to a certain class of Letter Carriers in London.

4thly. Increased use of Railways, accelerations of Mails, and enlarged Postal accommodation generally; amounting in annual cost to more than 20,000*l.*

5thly. Increased expense of the Army Post Office.

In the last Report it was stated that there would probably be a very considerable increase in the expenditure of the year 1855 as compared with that of 1854; and I expect a further considerable increase in 1856.

Net Revenue.

The total Net Revenue was 1,126,000*l.*, being a decrease of 150,000*l.*, or more than 13 per cent on the Net Revenue of 1854; a decrease sufficiently explained by the foregoing statements. Net Revenue.

The system of accounts recommended by the Treasury Commissioners, and adopted with great advantage in the London Office, as mentioned in the last Report, has been extended to the Offices in Dublin and Edinburgh, and it will be seen by the following statements that the result has been highly satisfactory. Simplification of Accounts.

Mr. Long, Accountant in the Dublin Office, reports:—

"The change thus effected has been attended with considerable advantage; the three departments (now combined) were each engaged in matters of account, all having the same object in view, but conducted and controlled by separate chiefs and distinct staffs, dependent, to a certain extent, upon each other's transactions, but divided in responsibility upon the whole.

"By the new arrangement, this has altogether ceased. The one department guides and manages the whole; and a system has thereby been introduced which facilitates the public business, harmonizes the working of the account branch, and conduces much to the benefit of the service."

Mr. Marrable, Accountant in the Edinburgh Office, states:—"In June, the great improvement of the year, so far as the accounts of the department are concerned, took place, whereby the 'Account Branch' of the Edinburgh establishment was re-organized, the separate offices of the Receiver General, Accountant, and Money Order, being amalgamated under that appellation.

"The system thus introduced and carried into effect under Mr. Scudamore's able superintendence is uniform, or nearly so, with that pursued at London and Dublin, and the simplification in conducting the Revenue portion of the account business, as compared with the old system, is in the highest degree satisfactory.

"The measure, while it has effected such manifest improvements in the mode of conducting the business, has been productive of considerable saving of labour."

Miscellaneous.

With reference to the short history of the Post Office, which appeared in the First Annual Report, the Bishop of History of the Post Office.

Llandaff, in a letter to Mr. Rowland Hill, called attention to the following curious extract from the correspondence of Archbishop Parker:—

"Archbishop Parker to Sir W. Cecil.

"Sir,

"According to the Queen's Majesty's pleasure, and "your advertisement, you shall receive a form of prayer, "which, after you have perused and judged of it, shall be "put in print and published immediately, &c., &c.

"From my house at Croydon, this 22nd July 1566, at "4 of the clock afternoon.

"Your honour's alway,

"MATTH. CANT."

"To the Right Honourable Sir W. Cecil,
"Knight, Principal Secretary to the
"Queen's Majesty, and one of Her
"Privy Council."

(*Indorsed by successive Postmasters.*)

"Received at Waltham Cross, the 23d of July, about 9 "at night."

"Received at Ware, the 23rd July, at 12 o'clock at "night."

"Received at Croxton, the 24th of July, between 7 and "8 of the clock in the morning."

So that his Grace's letter, leaving Croydon at 4 in the afternoon of July 22nd, reached Waltham Cross, a distance of nearly 26 miles, by 9 at night of the 23rd; whence, in three hours, it seems to have advanced 8 miles to Ware; and within eight hours more to have reached Croxton, a further distance of 29 miles; having taken nearly 40 hours to travel about 63 miles.

In the Appendix* are some extracts from an interesting paper by Mr. Lang, Controller of the Circulation Department in Edinburgh, containing much historical information on the Post Office in Scotland.

New code of Rules.

The new Code of Rules for the guidance of Postmasters, mentioned in the last Report, has been completed, and will shortly be issued.

Postal Guide.

A Postal Guide also, containing such information as will be useful to the public, including a table showing the rates of postage to the Colonies and foreign countries, is in a forward state, and will speedily be published; arrangements being also made for the periodic issue of a revised edition.

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* Appendix, page 78.

Regulation of Clocks.

Measures are in progress, under the direction of the Astronomer Royal, for regulating the clocks at the Chief Office at St. Martins-le-Grand, and at the Branch Office in Lombard Street, by means of telegraphic communication with the Observatory at Greenwich.

Money sent in unregistered Letters.

Notwithstanding repeated warnings on the subject, and in disregard of the facilities afforded by the Money Order system, as well as of the comparative security which can be obtained by registration, culpable heedlessness is often displayed in sending coin and bank notes in letters; in the case of bank notes even the simple precaution of cutting them into halves (withholding the second halves until the receipt of the first has been acknowledged) being often omitted. This precaution should be taken even when the letter is registered; nor should it be necessary to add that the packet containing such enclosure ought always to be sealed. In one case which occurred lately in Ireland, a considerable sum of money was sent in a letter *open at both ends* like a book or a newspaper.

Whenever coin is sent by the post, special care should be taken to see that the packet is securely fastened. Sometimes, for want of such care, coins fall out even of registered letters.

If the only result from carelessness in the transmission of money were occasional loss to those in fault, the matter would be one of little moment; but, as has before been pointed out, the most serious evil of the practice is its tendency to undermine the honesty of officers of the Department, and especially of the Letter Carriers; the latter have necessarily opportunities beyond all power of observation to tamper with the letters intrusted to their care; although, by the measures adopted, repeated thefts generally entail detection.

Unfounded complaint of irregularities in the Post Office.

Some instances, such as those referred to in the last Report, are given at page 81 in the Appendix, of unfounded complaint against the Post Office respecting alleged loss of unregistered letters. At the same place also will be found an extraordinary case, reported by the Head of the Missing Letter Branch, of a series of acts of deception, relative to the posting of letters, practised by a young lady at school.

Letters posted without Address.

As evidence of the extent to which the non-delivery of letters is attributable to the carelessness of the writers, it may be mentioned, that between seven and eight thousand letters were posted, last year, without any address.

Notice at each Post Office.

At every Post Office a notice is now exhibited, showing the hours for closing the Letter Box, and, at the larger Offices, the times of the arrival of the principal Mails, with other useful information.

Improved arrangement at certain Post Offices.

An experiment has been made of providing some of the larger Post Offices with a room for the public, fitted up in some degree like the public room of a bank; counters being substituted for the mere apertures through which business had previously been transacted; and this alteration has been found so convenient and satisfactory that I shall give orders for its extension to other of the larger Offices.

Secure mode of sealing Letters.

Attention has lately been drawn to the most secure mode of sealing letters. In the great majority of cases, even when moral considerations may be inoperative, the person through whose hands a letter passes can have little or no motive to pry into its contents; where it is important to guard against such a proceeding, the most effectual way, in the opinion of the practical officers of the Department, is first to wafer the letter, and then to seal it with wax; care being taken, if the letter have to pass through a hot climate, to use the kind of wax specially prepared for that purpose.

Circular to Surveyors.

In order to give increased energy to the mechanism of the Department, to anticipate as far as practicable all real cause for complaint, and speedily to remove defects, a circular, of which a copy will be found at page 82 in the Appendix, was sent last spring to the surveyors, pointing out more clearly than before the nature of some of their duties, and the means of enforcing and maintaining the responsibility of Postmasters.

I have the honour to be,
My Lords,
Your Lordships' obedient Servant,
ARGYLL.

General Post Office,
30*th January* 1856.

APPENDIX.

APPENDIX (A.)

EXTRACTS from a REPORT to the SECRETARY of the POST OFFICE, by a COMMITTEE of OFFICERS, on the Question of establishing District Sorting Offices and Hourly Deliveries in the Metropolis.

General Post Office, 4th July 1855.

1. WE beg leave to report that, in obedience to the directions contained in your minute of the 21st of December last, and under the instructions from time to time received from you, we have attentively considered the subject of the improvements which you contemplate making in the postal service of London and its environs, by the adoption of certain measures originally submitted by you to the Commissioners of Post Office Inquiry in 1837, and to the Select Committee of the House of Commons on postage in 1843; viz.:—the division of London for Post Office purposes into several distinct Districts, with a separate sorting office for each, and the establishment of hourly deliveries (during 12 hours of the day) in London, to be made conjointly by the General Post and the London District Letter Carriers.

2. By a careful examination of the general principles of this plan we became satisfied that arrangements might be based upon them which would tend, in many important respects, to promote the accommodation of the public, and to increase the efficiency and usefulness of that branch of the Department which the question concerns.

3. It appeared to us that the following are amongst the immediate advantages which may be expected to result from the proposed measure.

1st. The public would gain a direct and material benefit by the establishment of two additional deliveries in London; which deliveries, it seemed probable, by uniting and carefully applying the services of the two corps of Letter Carriers, might be given at a comparatively small increase of expense.

2d. The establishment of a continuous series of hourly deliveries would facilitate the observance of a punctual despatch of the Letter Carriers for the first or General Post delivery, at a fixed hour of the morning, say at 7.30 A.M.; inasmuch as instead of the delivery

being retarded on the occasion of Mails arriving late, or of heavy arrivals from abroad, all letters not ready at 7.30 might be reserved for the next delivery, which would quickly follow.

3d. The distribution of that large portion of London District letters intended for delivery near to the place of posting, (and which we subsequently found to amount, on the average, to about one-fifth of the whole number of London District letters collected) might be much accelerated in the outer parts of the Metropolis, by stopping those letters at a local sorting Office (instead of sending them as at present to one Central Office for all London,) and arranging for the delivery to take place soon after the time of making the collections.

4th. The circulation of letters in London generally might be expedited by employing the Letter Carriers at District Offices to assist in the stamping and sorting duties, and thereby shortening the time which those duties occupy: an arrangement not practicable at present, *as a rule*, owing to many of the Letter Carriers being stationed, for the purpose of delivery, at a distance from the Central Office, where the sorting duty for despatch is now exclusively performed, as well as a great part of the sorting for distribution.

5th. In many cases, the Letter Carriers by starting with the letters for delivery from Offices judiciously placed in the proposed Districts, could arrive more quickly than they now do on the ground they have to serve.

6th. The distribution of the duties of the London District Branch of the Department amongst several sorting Offices would, moreover, relieve the Chief Office in St. Martin's-le-Grand, (now so much crowded and deficient in space,) of a large portion of business; and would thereby tend to prevent confusion and ensure greater regularity in the performance of the duties. It would have the further great advantage of furnishing the means of bringing large numbers of the Letter Carriers under better supervision and control than can at present be maintained.

4. There are no doubt some advantages appertaining to the present system of concentrating at one Office the sorting duty for all London, which may be diminished or partially lost under the proposed plan; but it appeared to us that the above considerations clearly determined the question in favour of adopting the scheme of District Offices.

5. We, therefore, proceeded to inquire in what particular plan of arrangements the scheme would assume the most favourable form; it being evident that, by varying the different details, a large variety of results, more or less affecting the success of the measure, might be obtained.

6. We have given the most careful attention to this part of the subject, examining many different plans, and making numerous calculations bearing on the subject, not perhaps necessary to describe at length; and we are decidedly of opinion that the form of arrangement we are about to submit will afford the best means of realising the design in view, being that which, taken as a whole, offers the greatest balance of advantages to the service, whether as

regards increase of public accommodation, simplicity and uniformity of character, or capability of being worked with convenience and regularity.

7. Its main features may be described as follows:—

I.—We propose that London be divided into ten Districts, each with a distinct sorting Office, viz.: two central and eight out Districts;—the out Districts stretching through the environs of London, and beyond, until they reach the 12 mile circle by which the present London District is bounded.

II.—The collection, sorting, dispatch, and delivery of all London District letters should be made through the agency of these District Offices, each as regards its respective district.

III.—Hereafter, when the machinery is matured by practical working and experience, the operations of the offices may be extended to the assisting in the receipt and dispatch of the Provincial Mails; to which end, in respect to the Mails inwards, a preliminary sortation to the Districts on the several lines of railway (or some analogous arrangement) is perhaps essential. But in the meantime, and as part of an introductory and temporary state of things, we consider it expedient that the great morning delivery of General Post Letters, and the dispatch of all Provincial, Foreign, and Colonial Mails should be made from the Chief Office in St. Martin's-le-Grand, as at present.

IV.—We propose that in those parts of London (with some few exceptions) which now have the ten deliveries, there shall, besides the first morning delivery, be eleven distributions of letters daily from the District Offices, making in all twelve deliveries in the course of the day. The partial General Post deliveries now made within certain narrow limits, at 9.30 a.m. and 12.30 p.m. respectively, of Foreign and Mid-day letters, will of course be discontinued.

V.—Previously to each delivery, a collection of letters should be made from all the Town Receiving Houses and from the District Offices themselves.

VI.—The letters thus collected should be sorted at the District Offices, and those intended for other districts immediately despatched. Every District Office should send a bag to and receive one from all the other Offices.

VII.—The communications should be made by mail cart; the carts from the three outer districts on the western side of London should run to the Western Central Office; and those from the other five to the Eastern Central Office. As soon as the two Central Offices receive the despatches from the outer Offices, they should send on, one to the other, by a cart from each Office, all the bags going forward to the other side of London; and when this exchange is effected, each Central Office should dispatch the carts, with the return bags, to their dependent outer offices. By these means letters will circulate (counting from the time of collection) between all parts of London, within the town limits, in about one hour.

VIII.—Immediately on the receipt of the bags inwards, the letters should be sorted and sent out for distribution. In one respect, the course of delivery will be different at the outer Offices

from that at the two centres. At an outer office, within a few minutes time of the letters brought by the cart and those already in the office being ready for the Letter Carriers to take out, another collection will be brought in from the District Receiving Houses, and such of the letters contained in this collection as are intended for *local* delivery should be at once selected and sent out by the letter carriers who are on the point of starting. This arrangement will effect to the utmost possible extent, that acceleration of 'local' letters, which, as we have thought from the outset, the plan of District Offices is so especially adapted to produce.

IX.—Letters arriving from the country parts of each out District, and intended for delivery in the town parts of the same district, will participate in this acceleration, and letters going from the *Town* to the *Country* parts of the same out-district, may be posted later than at present.

X.—At the two Central Offices, the letters from the other districts will of course be received sometime before the arrivals will take place at the out District Offices. At those two Offices, consequently, the Letter Carriers will be ready to go out earlier, and before the next collection is brought in and sorted. It would be unprofitable to retard the delivery (for about 20 minutes), for the sake of including the local letters contained in the next collection; therefore, those letters will not be distributed so rapidly in the two centres as in the other districts, but must wait for the next delivery. On the other hand, the letters from the surrounding Districts will go out for distribution more quickly.

XI.—All Provincial Letters brought by Mails arriving late, or by Day Mails, and all Foreign and Colonial letters not in time for the first morning delivery, will fall into one of the subsequent deliveries.

XII.—In addition to the eleven collections already mentioned, the present collection of General Post Letters at 5.30 p.m., the partial newspaper collection at 5 p.m., and the night collection at 10 p.m. for the Morning Mails outwards, and for the first morning delivery, should be continued.

XIII.—With the exception of the Money Order business, which we think it undesirable to extend to the District Offices, at least for the present, they will be available for affording the public all the accommodation usually given at superior Post Offices, and also for transacting much of the business of inquiry and control now carried on in the Chief Office in St. Martin's-le-Grand. The Money Order duty can, with ease, be superadded hereafter, if that course be found expedient.

8. Having thus stated the chief features of the scheme we recommend, we proceed to report in detail on the various parts which require separate explanation, and on the results to be produced.

Denomination and Formation of the Districts.

9. The two Central Districts may be termed the Eastern Central, and the Western Central:—the eight outer Districts may be called respectively the Northern, the North-eastern, the

Eastern, the South-eastern, the Southern, the South-western, the Western, and the North-western Districts.

The dimensions proper for these several Districts have been very fully and carefully considered.

* * * * * * * *

The two Central Districts, we have thought, should include such an area, having the River Thames for a southern boundary, as will admit of all the Letter Carriers reaching the points at which their deliveries will commence in about ten or fifteen minutes from the time of leaving the District Office. The boundary lines of the outer districts will radiate from those of the two centres until they reach the 12 mile circle.

10. In determining the district boundaries in London itself, we have endeavoured, where practicable, to select main streets or roads, which present clear and well defined lines: we have likewise aimed at keeping together the several parts of any locality which has a connected and peculiar character; and care has been necessary so to arrange the ground that no part shall be at too great a distance from a District Office.

11. In defining the boundary lines which will divide the outer Districts one from the other, we have, after quitting London itself, followed the existing limits of the country deliveries of the London District Post except in a few instances—preserving, to a great extent, the present routes of the mail cart service. We have been able, in so doing, to observe a tolerably correct geographical distribution of the ground, in harmony with the designations given to the proposed Districts.

* * * * * * * *

50. The business of sorting would be much facilitated and simplified if the public, as you propose to suggest, would assist in the process by adding the name of *the District* to that of the street or place in the addresses of their letters. We recommend that the advantages attending such a practice be brought to the public notice, and that outline maps and lists of places within the several districts be prepared and circulated for general information.

APPENDIX (B.)

REPORT by Mr. EDWARD PAGE, Inspector General of Mails, on some points connected with the relations between the Post Office Department and Railway Companies.

General Post Office,
29th February 1856.

SIR,

In the first Annual Report of the Postmaster General, presented to Parliament last year, it is stated by Lord Canning as one of the reasons for instituting such a report, that "many misapprehensions arise from an imperfect knowledge of matters which "might, without any inconvenience, be placed before the public."

That such misapprehensions do exist as to several matters connected with the railway branch of the Post Office Service has lately been exemplified in an address by Mr. Robert Stephenson, M.P., on his election as President of the Institution of Civil Engineers.

In that address Mr. Stephenson (no doubt without any intention whatever to mislead) puts forward, in effect, the following statements which I believe to be inaccurate:—

1st. That the scheme of penny postage, to the extent to which it has so far been developed, would have been impracticable, or, if practicable, unremunerative, but for the facilities afforded by railways for conveying bulk.

2nd. That Railway Companies, instead of being liberally treated by the Post Office, are called upon to perform the service of that department at a rate of remuneration which affords little or no profit.

3rd. That the Post Office has lately entered into a competition which is injurious to Railway Companies, by conveying books and other parcels at very reduced rates.

My object in this Report is to direct your attention to the facts on which, in my opinion, the Post Office is entitled to rely in opposition to the above allegations, the last of which has likewise been recently adopted in the Report of the Committee of Consultation of the London and North Western Railway. It may perhaps be the desire of the Postmaster General to furnish, in his Report for the current year, some correction of these misconceptions, the more especially as Mr. Stephenson states, in the very outset of his address, that his chief object is to suggest topics for communications and discussion at future meetings over which he may have to preside. Such a correction is the more necessary, because there is reason to apprehend that these and other similar opinions which have been at various times promulgated have, by being made the ground for claiming special additional payment for the Mail service, affected to a certain extent the arbitrations between the Post Office and Railway Companies, and have thus acquired practical importance.

On the first point, (taking the subjects in the order in which they are named above) it is hardly to be wondered at that the public generally should be led to form erroneous impressions, seeing how imperfectly the details of the Post Office are usually understood. But it will not be difficult to prove that the conclusion arrived at by Mr. Stephenson cannot be supported, and to show that the increase which has taken place in the weight of the Mails would have presented no difficulty to their conveyance by Mail coaches, and that since the transfer of the Mails from coaches to railways, the cost of transmission has increased in a *far greater degree* than it would probably have done had railways never been constructed.

I should premise that it has been ascertained from returns kept by the department, that while the whole number of chargeable letters delivered in the United Kingdom has increased about six-fold, the increase has been about nine-fold with respect to letters *to and from London;* and the same remark applies, although the increase is in a somewhat different ratio, to newspapers and book parcels. If,

therefore, it can be shown that the weight of Mails at present despatched *from London* (which greatly exceeds that of Mails brought *to London*) could have been carried by Mail coaches, it follows that no difficulty would have arisen with the Mails in other parts of the country, where the increase of weight has not been so large.

The actual increase in the weight of the Mails has been much less than is generally believed. It is often supposed that, because the whole number of letters has, since the introduction of Penny Postage, increased six-fold, therefore the whole weight of the Mails has also increased six-fold. But when it is recollected that by far the larger portion of the Mails has always consisted of newspapers, which were not in any way affected by the scheme of Penny Postage, it will be obvious that it would require a very large increase in the weight of the small or letter portion of the Mails before the total weight would exhibit more than a small per centage of increase.*

In 1838 the gross weight of the Night Mails despatched from London in a single evening was about 4 tons 6 cwt. 1 qr. At the present time the total weight of the Night Mails despatched in a single evening may be stated at about 12 tons 4 cwt. 3 qrs. It will be seen, therefore, that the total increase in the weight has been only 183 per cent., or less than three-fold.

Mr. Stephenson correctly states that in 1838 the number Mail coaches leaving London each evening was 28, giving an average load for each coach of 3 cwt. 9 lbs., supposing the weight to have been equally distributed, which I am far from assuming was the case. Taking the present weight of Mails, and assuming that these 28 Mail coaches were still running, the average load for each coach would be 8 cwt. 3 qrs. Now a reference to the Third Report of the Select Committee on Postage in 1838, pages 48 and 50, will show that according to the testimony of the Post Office witnesses,† (the general tendency of whose views was certainly not at that time favourable to the practicability of Penny Postage), a weight of bags amounting to 18 cwt., or more than double what the present average load would have been, was sometimes carried on one Mail coach, and that a load of 15 cwt., in addition to the usual limited number of passengers and luggage, was by no means too high a maximum to fix for Mail coaches generally.

Admitting, however, that the weight was not equally distributed over all the Mail coaches, and recollecting, at the same time, that this average load of 8 cwt. 3 qrs. would be above the average ordinary load on any other than weekly newspaper nights, when it would no doubt be higher, the inference is still a fair one that the greater part of the Mail coaches would have borne the increase of weight without

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* It appears, from the Third Report of the Select Committee on Postage, 1838, page 49, that in the Mails dispatched from London at that time, the chargeable letters formed only 7 per cent. of the whole weight. An increase in the number of those letters to nine-fold, or by 800 per cent., would therefore advance the total weight of the Mails by only 56 per cent., or little more than one-half, even if the average weight of a letter had continued the same. That average has, however, been considerably reduced.

† The evidence more particularly referred to is that of Mr. Louis, the Surveyor and Superintendent of Mail coaches, who had a thorough knowledge of the details of the service under his control.

any difficulty, although there can be no doubt that, on some of the lines, additional coaches would have been required for a portion of the distance.

But the result which the above calculations justify is a great deal more favourable than is at all necessary for the purpose of disproving Mr. Stephenson's argument, that the expenses of carrying out Penny Postage would have been so large as to have entailed a certain loss.

Let us suppose that, partly to meet the increase of weight, either daily or on the heavy newspaper night only, and partly to provide for the establishment of additional Day Mails, (they were already in existence on some of the lines,) the number of Mail coaches would have been doubled, all over the kingdom, and that their cost would also have been doubled, (an improbable supposition, considering the increase in the number of passenger coaches which must in the absence of railways have necessarily taken place to meet the increase of traffic.) The expenditure of the department for Mail Coach service would in that case have been advanced from 155,000*l.** to only 310,000*l.* per annum, while the present expenditure for the Railway and Mail Coach service of the department is 443,000*l.* of which sum 400,000*l.* is paid to Railway Companies alone. Not only, therefore, would Penny Postage without railways have been both practicable and remunerative, but it would have been even more profitable (assuming the existing increase of letters) than it now is.

In order to show the impracticability of carrying out the Penny Postage system without the use of railways, Mr. Stephenson states, while speaking of the Mails now carried by the London and North Western Railway, that "not one Mail coach alone, but 14 or 15 "Mails would have been needed to carry on with regularity the "Post Office traffic." It is probable that Mr. Stephenson is not very far wrong in this assumption, although he deduces from it the erroneous conclusion that Penny Postage must have entailed a certain loss. The facts of the case are, that in 1838, twelve or thirteen Mail coaches from London *were actually employed to carry the Mails which now leave London by the London and North Western Railway;* so that, on Mr. Stephenson's own estimate, only 2 or 3 additional Mail coaches would have been required for forwarding those Mails, which, it may be observed, constitute about one-half of the whole of the Night Mail leaving London.

The Mail coaches which formerly carried the Mails now leaving London in a concentrated form by the London and North Western Night Mail train, were as follows:—viz.,

London and Edinbro'	Night Mail.
London and Leeds	"
London and Halifax	"
London and Holyhead	"
London and Liverpool	"
London and Manchester	"
London and Glasgow	"

* This amount includes the cost of the inconsiderable extent of railway Mail service at that time in operation.

London and Carlisle	Night Mail.
London and Derby	,,
London and Birmingham	,,
London and Birmingham (Dublin Express)	,,
London and Hull *	,,
London and Worcester *	,,

In alluding to the advantages which have been conferred by railways, Mr. Stephenson is unfortunate in putting forward as an illustration, the cheap transmission of the printed proceedings of Parliament. Under the old postal system, and during the existence of Mail coaches, Parliamentary reports and proceedings *were conveyed by Post free of all charges.* On the introduction of Penny Postage, a postal charge for their conveyance was imposed, and this charge has continued up to the present day.

Referring to the relations between the Post Office and Railway Companies as to the remuneration for Mail service, I should observe, that under the old Mail coach system, the Post Office was protected from undue demands for the transmission of its Mails along the public highways of the kingdom by means of *competition.* The principle of free trade in locomotion operated as a safeguard against extravagant charges. Coach proprietors, who had established themselves on any road, were prevented from taking advantage of their occupation of the line to levy unreasonable charges for either passengers or Mails, by a wholesome fear of opposition. The result was, that by constantly offering its contracts to public competition, the Post Office ensured the performance of its service on terms which afforded only a fair and moderate profit to the contracting parties.

The introduction of railways practically destroyed competition, and placed large monopolies in the hands of a few private companies; but, to compensate for this, Parliament took the precaution of ensuring moderate charges for passenger conveyance, by special provision in each Railway Act. Strange to say, a similar provision as regards the remuneration for Post Office Service was omitted, and it was deemed sufficient to specify that the remuneration should be "reasonable;" a most indefinite term, and one which has given rise to infinite variety of opinion.

It is true that, failing an amicable settlement, provision is made for a reference to arbitration; but, in the absence of any general principles to guide the arbitrators or umpire in their judgment of what is or is not reasonable, the question resolves itself into one of individual opinion, and the consequence has been that the most conflicting decisions have been arrived at in cases which, if not identical, have been so nearly alike as to render it impossible to reconcile the strange variation in the rates awarded.

Without, however, dwelling upon the uncertainty of arbitration, which is by no means its least objectionable feature, it can readily be

* Only a portion of the bags which these Mails formerly carried is now sent by the London and North Western Railway.

shown that this mode of determining payments has led to results very different from those implied by Mr. Stephenson, who states that for trains put on to suit the Post Office Service, very little remuneration is allowed beyond the absolute outlay which the service entails, and that the Post Office insists on the right of travelling at the mere actual cost.

It can hardly be necessary to point out that the Post Office has no more power than a Railway Company has to fix any particular rate, or to insist upon any principle of its own in regard to payment. The Department can do no more than give expression to the views which it believes to be fair and just, leaving the final decision to the umpire. But that those decisions have allowed to Railway Companies the mere actual outlay, with little or no profit, is a misapprehension which a brief examination of some recent awards will suffice to remove.

It fortunately happens that Mr. Stephenson furnishes in his address the data for checking his own accuracy on this particular point. He says that locomotive expenses on railways do not on an average exceed $9\frac{1}{2}d.$ per mile, and that the cost of running a train may be assumed in most cases to be about $15d.$ per mile. Compare this with some of the rates actually paid by the Post Office to different Companies at various periods within the last few years, amounting, it will be seen, in one instance to the enormous price of $4s.\ 6d.$ per single mile:—

	s.	*d.*	
Chester to Birkenhead	2	0	per single mile.
Dublin to Drogheda	2	0	,,
Leeds to Selby	2	0	,,
London to Bristol and Gloucester	2	$0\frac{1}{4}$	,,
Ipswich to Colchester	2	$0\frac{1}{2}$	,,
Ely to Yarmouth	2	1	,,
Peterboro' to Grimsby	2	2	,,
London to Dover	2	3	,,
Londonderry to Strabane	2	4	,,
Arbroath to Aberdeen	2	6	,,
Lancaster to Carlisle	2	6	,,
Southampton to Dorchester	2	$8\frac{1}{4}$	,,
Perth to Dundee	3	0	,,
Dublin to Galway	3	0	,,
York to Berwick	3	0	,,
Dundee to Arbroath	3	1	,,
Preston to Liverpool	3	1	,,
Dundalk to Castleblayney	3	2	,,
Parkside to Preston	3	6	,,
Exeter to Plymouth	3	7	,,
Grange Court (near Gloucester) to Haverfordwest	3	7	,,
Drogheda to Dublin	3	9	,,
Drogheda to Dundalk	4	0	,,
Dublin to Cork	4	6	,,
Limerick Junction to Limerick	4	6	,,

In these cases it will be seen that the rates paid by the Post Office for the use of only a fraction of the train exceeded the whole cost of running, as calculated by Mr. Stephenson himself, by from 60 to 260 per cent. But these rates, while they no doubt include in some cases special elements of expense not covered by the average of 15*d.* per mile, are independent of the receipts obtained from passengers, parcels, and in some cases from goods, earnings which, added to the Post Office allowance, have in many instances rendered the Mail train one of the most profitable trains on the line.

It should be mentioned that the rates of payment quoted above applied, in some few of the cases, to trains which were running as passenger trains before the Post Office employed them for the Mails, the times of departure and arrival, places of stopping, &c., being adopted by the Post Office almost exactly as the Company had arranged them for their own convenience. In these instances the extravagance of the charge for the Mails becomes of course the more remarkable.

I should imagine that the Post Office Department would be well satisfied if those Mails, the hours of which are absolutely fixed by notice, were conveyed at rates based on Mr. Stephenson's estimate of the actual running cost, making some allowance, on the one hand, for the benefit derived by the Company from the train, and adding, on the other hand, compensation for any special extra expenses to which the Company may be subjected by the requirements of the Post Office, together with a full allowance for profit. I believe that some basis such as this has long been considered a desideratum by this Department, and it is to be hoped that Parliament may see fit ere long to place the question on a footing of this nature.

It may not be inappropriate to mention here, in further refutation of Mr. Stephenson's charge of illiberal treatment, that although the Law Officers of the Crown have given an opinion that Government can claim exemption from toll on railways, such claim has for many years been abandoned by the Post Office. The arbitrators acting for the Department always consider the Railway Companies both as carriers and proprietors of the road, and frame their calculations accordingly. It may also be observed, that the strongest desire is usually evinced by Railway Companies to obtain the conveyance of the Mails, a desire which is certainly incompatible with the assumption that no profit is allowed for that service, and strangely at variance with Mr. Stephenson's theory that Railway Companies are indifferent to postal traffic.

Before dismissing this branch of the subject, I must refer to a description of postal service by railway, which has now become very extensive throughout the kingdom. I allude to the cases in which the Post Office sends a certain weight of Mail in charge of the Companies' guards, by an ordinary train, over the working of which no control whatever is claimed by the Department. For a service of this nature, the payment awarded under arbitration has, in a recent case, amounted to the exorbitant sum of 7*d.* per single mile, the weight of the Mail averaging for the whole line not more than

1 cwt., or about half that of a second-class passenger and his luggage. For this trifling weight of Mail the Post Office was thus made to bear very nearly half of the whole cost of running the train; while it has been ascertained that the average charge made by various Railway Companies for ordinary parcels carried beyond short distances very little exceeds one halfpenny per cwt. per mile, the average charge for ordinary goods being of course even less.

I may add that although, in a few cases, Railway Companies have been induced to accept moderate sums either for the use of one or two passenger trains, or for the general use of all their trains, it constantly happens that the Department is prevented from increasing postal facilities by the refusal of Companies to accept rates equal to, and often exceeding, the charges made to the public for the occasional transmission of a corresponding weight of such ordinary light goods as are frequently sent by passenger trains.

At page 7 of his address, Mr. Stephenson gives the total earnings of railways from passengers, for the year 1854, at 9,170,000*l.* The sum paid to Railway Companies by the Post Office during the year was about 392,600*l.*, or about $\frac{1}{23}$ part of the gross earnings of all the passenger trains. He estimates the gross weight of passengers conveyed during the year at 8 millions of tons; while the gross weight of Mails for the entire kingdom (including guards, clerks, &c.) was considerably under 20,000 tons, a large portion of which was not conveyed by railways at all. Assuming, however, that the whole of it had gone by the railways, it would appear that the Post Office paid $\frac{1}{23}$ part of the total earnings for the conveyance of less than $\frac{1}{400}$ part of the total weight.

In connexion with this branch of the subject, it may not be immaterial to mention, that in the Finance Accounts printed by order of Parliament last year, the gross amount of the passenger tax paid to the Government by Railway Companies in the preceding year is stated to have been 309,000*l.* As the amount paid by the Post Office to Railway Companies for the Postal Service of the year 1854 was 392,600*l.*, it follows that the Government paid to Railway Companies for the carriage of the Mails very nearly one-third more than it received from them in the shape of passenger tax.

The third allegation of Mr. Stephenson is that the Post Office has lately entered into a competition which is injurious to Railway Companies, by conveying books and other parcels at very reduced rates.

Without stopping to inquire whether Railway Companies (most of whose Acts of Incorporation are of a later date than the Penny Postage Act, and several of whose lines have been opened since the commencement of the Book Parcel regulations,) have any legal or equitable right to the monopoly of parcel traffic, it may be sufficient to state, that with very trifling exceptions it is only to books and other printed matter, (the general circulation of which is so intimately connected with the diffusion of knowledge and the promotion of education) that any reduction below the ordinary postal charges for letters has been applied. Now, even assuming for a moment that every book parcel that the Post Office carries is abstracted from

parcels which would otherwise be conveyed by railway, it is obvious that the Companies would not sustain any loss by such parcels becoming part of the Mail, if the Post Office paid to the Companies for its Mails rates only as high as the booksellers pay them for their parcels, in which, for the most part, such books would be conveyed, if they were sent at all. But it is a matter of fact, that the general rates paid by the Post Office to Railway Companies are largely in excess of those paid by the booksellers for their parcels. It follows, therefore, that the Companies, instead of being injured, would be benefited by any such abstraction, seeing that, besides receiving a higher rate of remuneration for the carriage of these book parcels, they are entirely relieved of the cost of collection and delivery, a cost which, as Mr. Stephenson shows, renders goods traffic less profitable to Railway Companies than passenger traffic.

But a more careful consideration of this question will establish good grounds for the opinion that by far the larger portion of the book parcels which the Post Office carries would not be sent at all but for the peculiar facilities offered by the extensive organization of the Post Office, contrasted with which the facilities which Railway Companies can of themselves afford sink into insignificance.

As bearing strongly upon this comparison of facilities, I may mention the somewhat remarkable fact, that copies of the very report of the Committee of Consultation of the London and North Western Railway, in which the Post Office is represented as unduly competing with Railway Companies for the carriage of books and parcels, were *extensively circulated to that Company's shareholders through the medium of the Book Post*, not merely to towns and villages at a distance from their Railway, but even to Liverpool, to which the Companies' own trains might have carried them without any charge whatever. When it is recollected that there are about 10,500 Post Offices scattered throughout the United Kingdom, that there is scarcely a village without a Post Office, and scarcely even a hamlet without a regularly established official means of communication with a Post Office, and that consequently persons even in the most secluded districts can communicate by Post with all parts of the kingdom with tolerable certainty, and with very little trouble or expense, it will readily be seen that such facilities as these must lead to the transmission of books and documents which otherwise would never be sent.

In fact, the Book Post service is one so different in its character and objects from that to which the parcel arrangements of the Railway Companies are adapted, that it may fairly be assumed it would hardly exist at all, but for the extensive facilities for its development which the Post Office possesses. The evidence given before the Select Committee on Conveyance of Mails by railways (1854), especially that of Mr. Charles Knight, the eminent publisher, is very decided on this point. He says (3872) that the cases in which books are sent by Post may be nearly all considered as exceptional cases to the ordinary commercial operations of publishing; and again (3870 and 3892) that the Book Post may be looked upon as a mere auxiliary to the conveyance of parcels by other means, and (3860) that if the

existing regulations were stopped, the public would not be able to derive the same advantages through any other channel. The Select Committee, in their Report, admitted their conviction that "a large "proportion of the parcels would not be sent but for the facilities "offered by the Post Office in their distribution."

Following, however, another line of argument, let us again assume for a moment that all the book packets conveyed by Post have been abstracted from the Companies' vans. It can, on the other hand, be shown, that the imposition of a postal charge on Parliamentary proceedings,—the limitation as to size of packets passing through the Post,—and lastly (the most important alteration of all), the abolition of the compulsory Newspaper Stamp,—are changes, the combined operation of which must have been to give to the Companies a far greater weight of parcel traffic than the weight of the whole of the book packets passing through the Post Office. It has been ascertained, with regard to the Night Mails from London, by which by far the largest proportion of books is conveyed, that the reduction in the number and total weight of newspapers conveyed by these Mails since the alteration in the Newspaper Stamp Act is more than *six* times the total number and weight *of all the book parcels.* To show the extent to which weight has thus been abstracted from the Mails, I may mention that the number of carriage loads of bags sent from the General Post Office to the Euston Square Station on Friday nights, has, since the recent Newspaper Stamp Act took effect, been *five* less than previously; and that the average nightly reduction of weight of newspapers despatched from London is upwards of *two tons and a half* At the same time it is beyond doubt, that the effect of the Act in question has been largely to increase the newspaper circulation of the kingdom, and consequently to add still further to the earnings of the Railway Companies.

If, as Mr. Stephenson states, uncertainty, irregularity, and delay are observable in the service at the Post Office, they result to a great extent from the irregularity which often occurs in the working of the Mail trains by the Companies, and not from any difficulties experienced at the Post Office in dealing with its vastly and rapidly increasing business.

Admitting, however, that slight detentions do occasionally occur from pressure of Post Office work, it is right to mention that the Post Office has long since urged upon the principal Companies the adoption of a plan by which they and the Post Office shall be mutually bound to pay certain penalties for delay from whatever cause; the Post Office further offering to pay in addition a premium to the Companies in every instance in which the prescribed time is not exceeded. This proposal was, however, rejected at the time by every Company to whom it was submitted, and since that date (1854) it has only been agreed to by one of the Scotch Companies. It should be mentioned, that the Post Office offered in each case to re-open the award, and to re-adjust the payment by an arbitration, in which the proposed agreement for fines and premiums should be taken into consideration, the object being to render the arrangement as equitable as possible to the Companies. I believe that the Department is

willing to renew this offer on the former basis, or, indeed, to adopt any equitable scheme for ensuring greater punctuality.

Before concluding this Report, it is but just to record a brief admission of the points in regard to which railways have, to a material extent, improved the Postal communication of the kingdom.

The most important of those benefits is unquestionably the increased rapidity of communication, which has practically brought Edinburgh and Dublin almost as near to London as Birmingham and Bristol were in the days of Mail coaches. But the acceleration of speed, great as it has been, has not been the sole cause of the saving of time; for the use of railways has led to the avoidance of many of the stops which formerly took place at what were termed "Forward Offices," for sorting purposes, that duty being now performed in Travelling Sorting Offices, during the progress of the train. For this boon the public are clearly indebted to railways, and the Post Office is equally indebted to them for the consequent simplification of its system. The chief of the other benefits which railways have given to the Post Office and the public, is greater frequency of Postal communication; for although there would no doubt have been established more numerous Day Mails, as well as frequent Postal communication between certain large towns, if coaches had remained the fastest means of transit, it is scarcely probable that we should ever have been able to concede the very extensive additions to the number of communications throughout the kingdom generally, of which the use of Railways has admitted; and the effect of which has doubtless been to cause a greater increase in the number of letters than would otherwise have taken place.

The vast advantages comprised in these two improvements can scarcely be overrated; but, having briefly acknowledged them, it hardly devolves upon me, in the present Report, to dilate upon them at any greater length.

I am, Sir,
Your obedient faithful servant,
EDWARD J. PAGE,
Inspector General of Mails.

To Rowland Hill, Esq.
&c. &c. &c.

APPENDIX (C.)

NUMBER, as nearly as can be estimated, of Chargeable Letters delivered in the United Kingdom in the Year immediately preceding the first general Reduction of Postage on the 5th Day of December 1839, and in each complete Year subsequent thereto; also (in the first Year) the Number of Franks.

Year ending 31st December.	England and Wales.						Total England and Wales.	Increase per cent. on the previous year.	Total Ireland.	Increase or decrease per cent. on the previous year.	Total Scotland.	Increase per cent. on the previous year.	Total United Kingdom.	Increase per cent. on the previous year.
	Country Offices.	Increase per cent. on the previous year.	London, Inland, Foreign, and Ship Letters.	Increase or decrease per cent. on the previous year.	London District Post.	Increase or decrease per cent. on the previous year.								
Estimated No. of letters, 1839	—	—	—	—	—	—	59,982,520	—	8,361,904	—	7,623,148	—	75,907,572	—
Estimated No. of franks, 1839	—	—	—	—	—	—	5,172,284	—	1,054,508	—	336,232	—	6,563,024	—
Estimated No. of letters, 1840	88,071,308	—	23,559,835	—	20,372,382	—	132,003,525	120	18,210,642	119¼	18,554,167	143½	168,768,344	122¼
„ „ 1841	103,395,677	17	27,966,722	18¾	23,108,722	13⅓	154,471,121	17	20,794,297	14¼	21,234,772	14½	196,500,191	16½
„ „ 1842	111,115,489	7½	29,385,282	5	23,389,942	1½	163,890,713	6	22,328,154	7¼	22,215,583	4½	208,434,451	6
„ „ 1843	117,704,474	6	30,908,743	5¼	24,881,410	6¼	173,494,627	5¾	23,482,463	5¼	23,473,216	5¾	220,450,306	5¾
„ „ 1844	129,096,023	9¾	33,575,936	8½	26,980,460	8⅓	189,652,419	9¼	25,937,188	10½	26,502,077	13	242,091,684	9¾
„ „ 1845	147,227,431	14	36,097,711	7½	30,828,486	14¼	214,153,628	13	28,587,993	10¼	28,669,168	8¼	271,410,789	12
„ „ 1846	162,624,024	10½	39,993,681	10¾	33,261,050	8	235,878,755	10¼	32,572,947	14	31,135,060	8½	299,586,762	10½
„ „ 1847	175,023,407	7½	43,757,540	9½	34,630,817	4	253,411,764	7½	35,473,316	9	33,261,163	6¾	322,146,243	7½
„ „ 1848	180,716,102	3¼	45,991,153	5	33,672,747	2¾ Dec.	260,380,002	2¾	34,887,481	1¾ Dec.	33,563,101	1	328,830,184	2
„ „ 1849	187,382,329	3¾	45,845,683	¼ Dec.	33,960,398	¾	267,188,410	2½	35,463,913	1¾	34,746,876	3½	337,399,199	2½
„ „ 1850	192,508,628	2¾	44,856,170	2¼	38,887,844	14⅓	276,252,642	3½	35,388,895	¼ Dec.	35,427,534	2	347,069,071	2¾
„ „ 1851	199,746,304	3¾	47,819,499	6¾	40,585,952	4¼	288,151,755	4¼	35,982,782	1¾	36,512,649	3	360,647,187	4
„ „ 1852	212,633,733	6½	51,171,423	7	40,403,207	½ Dec.	304,208,363	5½	37,449,953	4	37,843,182	3¾	379,501,499	5¼
„ „ 1853	232,504,177	9¼	54,402,023	6¼	42,816,314	6	329,722,514	8½	40,419,665	8	40,675,310	7½	410,817,489	8¼
„ „ 1854	254,922,967	9¾	57,186,159	5	46,191,569	8	358,300,696	8¾	41,234,596	2	44,114,009	8½	443,649,301	8
„ „ 1855	263,037,827	3¼	59,647,549	4¼	45,844,963	¾ Dec.	368,530,340	2¾	41,832,834	1½	45,853,002	4	456,216,176	2¾

APPENDIX (D.)

AN ACCOUNT showing the Gross and Net Post Office Revenue, and the Cost of Management, for the United Kingdom, for the Year ending the 5th of January 1838, and for each subsequent Year; excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the English to the Irish Post Office, and advances to the Money Order Office; also disregarding, in the Return for each Year, any Old Debts written off, or Postage remitted, or any other Deductions which relate to previous Years.

Year ending	Gross Revenue.*			Cost of Management.†			Net Revenue.			Postage charged on Government Departments.		
	£	s.	d.	£	s.	d	£	s.	d.	£	s.	d.
5th January 1838	2,339,737	18	3¼	687,313	10	7½	1,652,424	7	7¾	38,528	12	0
„ 1839	2,346,278	0	9½	686,768	3	6¾	1,659,509	17	2¾	45,156	0	11
„ 1840‡	2,390,763	10	1½	756,999	7	4	1,633,764	2	9½	44,277	13	4
„ 1841	1,359,466	9	2	858,677	0	5½	500,789	8	8¾	90,761	3	2
„ 1842	1,499,418	10	11¾	938,168	19	7½	561,249	11	4½	113,255	15	10
„ 1843	1,578,145	16	7½	977,504	10	3	600,641	6	4½	122,161	8	9
„ 1844	1,620,867	11	10	980,650	7	5¾	640,217	4	4¼	116,503	1	0
„ 1845	1,705,067	16	4	985,110	13	10¾	719,957	2	5¼	109,232	13	5¾
„ 1846	1,887,576	13	11¾	1,125,594	5	0	761,982	8	11¾	101,190	19	0½
„ 1847	1,963,857	9	9½	1,138,745	2	4½	825,112	7	5	100,354	19	0
„ 1848	2,181,016	16	0½	1,196,520	1	6½	984,496	14	6	121,290	13	9
„ 1849	2,143,679	19	6	1,403,250	13	2§	740,429	6	4	115,902	13	7
„ 1850	2,165,349	17	9¼	1,324,562	16	10	840,787	0	11¼	106,923	18	0
„ 1851	2,264,684	5	3¾	1,460,785	13	10½‖	803,898	11	5¼	109,523	13	7
„ 1852	2,422,168	4	1¼	1,304,163	12	8¾	1,118,004	11	4½	167,129	3	7††
„ 1853¶	2,434,326	16	7	1,343,907	3	1¾	1,090,419	13	5½	124,977	11	10
„ 1854	2,574,407	15	2¼	1,400,679	15	10	1,173,727	19	4¼	134,112	8	11***
31st Dec. 1854	2,701,862	14	0¼	1,506,556	4	2¼**	1,195,306	9	10	173,451	13	5
„ 1855	2,716,420	0	4½	1,651,364	0	0	1,065,056	0	3¼	159,906	17	11***

* Namely, the Gross Receipts, after deducting the Returns for "Refused Letters," &c.

† Including all payments out of the Revenue in its progress to the Exchequer, except advances to the Money Order Office. Of the Sums under the head "Cost of Management," 10,307*l.* 10*s.* per annum is for pensions which have no relation to the service of the Post Office.

‡ This year includes one Month of the Fourpenny Rate.

§ This includes a payment of 196,086*l.* 5*s.* 1*d.* for the conveyance of Mails by Railway in previous years.

‖ This includes a payment of 192,975*l.* 13*s.* 11*d.* for the conveyance of Mails by Railway in previous years.

¶ The revenue and expenditure of the North American provinces, amounting for the last complete year to 96,164*l.* 2*s.* 2*d.* and 71,171*l.* 13*s.* 4*d.* respectively, no longer appear in the Accounts of this Department, except that the present year's accounts include one quarter's revenue and expenditure for Canada.

** This includes a payment of 128,000*l.* for the conveyance of Mails by Railways in previous years.

†† This includes the sum of 31,899*l.* 16*s.* 2*d.* chargeable against the Census Office in the year.

*** This includes the official postage charged on the General Post Office and on the East India Company, which was excluded from the Return in former years.

APPENDIX (E.)

An Account of the Amount of Postage, &c. collected at the undermentioned Cities and Towns of the United Kingdom, including Postage Stamps sold by this Department, and by the Office of Inland Revenue and its Agents, during the Years 1854 and 1855.

	1854.*	1855.
	£.	£.
England.		
London	822,985†	817,338‡
Bath	14,049	13,765
Birmingham	36,812	35,695
Bradford, Yorkshire	11,820	11,824
Bristol	29,479	28,510
Cheltenham	9,291	9,691
Coventry	4,566	4,365
Derby	7,818	8,202
Exeter	9,641	10,118
Hull	16,190	16,575
Leeds	19,317	19,525
Leicester	6,805	7,227
Liverpool	91,909	92,842
Macclesfield	1,949	2,015
Manchester	74,736	78,121
Newcastle-on-Tyne	17,231	18,434
Norwich	10,626	11,229
Nottingham	10,426	10,528
Plymouth	10,252	10,197
Portsmouth	9,744	10,858
Newcastle, Staffordshire, and Potteries	5,617	4,507
Preston	6,352	6,736
Sheffield	13,947	14,509
Southampton	10,772	12,228
Wolverhampton	7,373	8,086
York	9,447	9,904
Ireland.		
Dublin	53,676	48,499
Belfast	9,682	10,352
Cork	10,183	10,465
Drogheda	1,934	2,084
Limerick	6,971	7,364
Londonderry	4,099	4,299
Waterford	3,179	3,039
Scotland.		
Edinburgh	41,612	41,922
Aberdeen	10,733	10,918
Dundee	7,912	8,144
Glasgow	58,136	57,788
Perth	3,720	3,725
Stirling	3,650	3,603

* The amount of Postage, &c. for 1854 is made up to 31st December; the Stamps sold by the Inland Revenue Department to 5th January 1855.

† Including 173,451*l.* for postage charged to Government Departments.

‡ Including 159,906*l.* for postage charged to Government Departments.

APPENDIX (F.)

Number and Amount of Money Orders issued and paid in the United Kingdom, during the Year ending the 5th January 1840, and each subsequent Year; being, as respects England, up to the 5th April 1847 inclusive, to a certain extent estimated.

MONEY ORDERS ISSUED.

Year ending.	England and Wales.				Ireland.				Scotland.				Total, United Kingdom.			
	Number.	Amount.			Number.	Amount.			Number.	Amount.			Number.	Amount.		
		£	s.	d.		£	s.	d.		£	s.	d.		£	s.	d.
5 January 1840	142,723	240,063	5	4	30,015	47,295	8	4	16,183	25,765	19	4	188,921	313,124	13	0
„ 1841	482,764	802,827	16	8	53,507	77,167	9	2	51,526	80,980	4	5	587,797	960,975	10	3
„ 1842	1,290,115	2,657,969	4	3	125,170	215,382	12	8	137,560	254,155	13	4	1,552,845	3,127,507	10	3
„ 1843	1,767,626	3,709,778	12	2	169,910	295,878	8	11	174,444	331,520	14	3	2,111,980	4,337,177	15	4
„ 1844	2,086,009	4,369,344	4	10	208,179	358,884	5	3	207,335	384,612	7	1	2,501,523	5,112,840	17	2
„ 1845	2,333,693	4,858,885	14	9	232,525	391,692	9	9	240,585	444,817	2	10	2,806,803	5,695,395	7	4
„ 1846	2,627,443	5,463,453	10	7	258,144	435,330	17	3	290,539	514,576	13	4	3,176,126	6,413,361	1	2
„ 1847	2,881,699	5,926,473	13	11	299,521	519,877	1	5	333,859	624,706	0	11	3,515,079	7,071,056	16	3
„ 1848	3,286,375	6,600,658	0	2	343,156	585,454	15	10	401,654	717,064	7	9	4,031,185	7,903,177	3	9
„ 1849	3,468,823	6,861,803	13	0	359,043	604,192	13	8	375,785	685,298	13	0	4,203,651	8,151,294	19	8
From 6 January to 31 December 1849	3,515,839	6,880,865	11	2	358,578	592,504	14	3	374,474	679,273	12	1	4,248,891	8,152,643	17	6
„ 1 January to 31 December 1850	3,677,112	7,173,622	13	11	377,436	623,732	8	6	385,165	697,143	8	2	4,439,713	8,494,498	10	7
„ „ 1851	3,878,497	7,518,060	14	1	392,848	653,359	19	5	389,680	709,000	2	7	4,661,025	8,880,420	16	1
„ „ 1852	4,158,753	8,061,061	1	11	393,879	656,110	15	1	395,193	721,106	0	2	4,947,825	9,438,277	17	2
„ „ 1853	4,405,365	8,501,517	17	0	396,966	662,547	5	7	412,959	752,130	2	5	5,215,290	9,916,195	5	0
„ „ 1854	4,621,296	8,957,135	16	1	409,625	690,809	4	7	435,323	814,466	15	8	5,466,244	10,462,411	16	4
„ „ 1855	4,901,316	9,403,104	5	6	444,720	753,560	2	8	461,376	852,615	4	0	5,807,412	11,009,279	12	2

APPENDIX (F.)—*continued.*

MONEY ORDERS PAID.

Year ending	England and Wales.				Ireland.				Scotland.				Total, United Kingdom.			
	Number.	Amount.			Number.	Amount.			Number.	Amount.			Number.	Amount.		
		£	s.	d.		£	s.	d.		£	s.	d.		£	s.	d.
5 January 1840	124,004	208,586	2	7	47,022	71,426	5	3	17,609	31,715	1	3	188,615	311,727	9	1
„ 1841	429,600	739,963	18	2	89,388	120,950	11	7	50,900	83,372	17	3	569,888	944,287	7	0
„ 1842	1,268,660	2,638,060	10	11	158,651	245,887	18	8	132,899	256,147	17	1	1,560,210	3,140,096	6	8
„ 1843	1,734,423	3,687,458	10	10	191,172	297,156	12	1	179,301	348,993	9	0	2,104,896	4,333,608	11	11
„ 1844	2,047,605	4,323,820	18	4	232,026	355,973	6	1	216,100	411,664	12	6	2,495,731	5,091,458	16	11
„ 1845	2,271,979	4,822,208	2	5	263,070	398,061	4	11	247,070	469,821	11	5	2,782,119	5,690,090	18	9
„ 1846	2,540,456	5,348,411	4	4	316,814	483,339	11	3	281,757	539,977	14	3	3,139,027	6,371,728	9	10
„ 1847	2,798,682	5,816,084	12	7	395,014	611,320	0	8	316,107	616,692	10	3	3,509,803	7,044,097	3	6
„ 1848	3,138,010	6,425,250	15	0	545,709	806,770	19	1	345,811	666,873	5	10	4,029,530	7,898,894	19	11
„ 1849	3,384,088	6,816,573	10	1	470,842	665,523	8	10	348,508	670,389	10	8	4,203,438	8,152,486	9	7
From 6 January to 31 December 1849	3,419,861	6,844,633	5	7	476,259	644,430	10	9	349,232	669,292	17	8	4,245,352	8,158,356	14	0
„ 1 January to 31 December 1850	3,559,900	7,098,429	7	2	503,980	681,943	4	9	367,355	702,682	9	11	4,431,235	8,483,055	1	10
„ „ 1851	3,743,803	7,432,163	6	2	531,514	721,713	5	0	382,126	722,366	17	9	4,657,443	8,876,243	8	11
„ „ 1852	4,016,026	7,931,510	13	8	526,233	730,490	3	11	400,600	761,718	5	3	4,942,859	9,423,719	2	10
„ „ 1853	4,240,704	8,339,938	2	7	551,555	778,196	7	8	420,806	802,161	19	7	5,213,065	9,920,296	9	10
„ „ 1854	4,489,328	8,807,904	16	3	531,962	789,021	3	4	438,192	855,754	18	6	5,459,482	10,452,680	18	1
„ „ 1855	4,789,289	9,255,642	14	11	547,917	841,270	4	9	464,083	905,464	4	9	5,801,289	11,002,377	4	5

In 1840 the commission on Money Orders was reduced as follows:
For any sum not exceeding 2*l.* from 6*d.* to 3*d.*
For any sum above 2*l.*, and not exceeding 5*l.* from 1*s.* 6*d.* to 6*d.*

APPENDIX (G.)

POSTAL COMMUNICATION WITH THE AUSTRALIAN COLONIES.

Treasury Minute, dated 27th November 1855.

My Lords have under their consideration various communications from the Colonial Office, giving cover to despatches from the colonies of New South Wales, Victoria, and South Australia, and reports from the Postmaster General, upon the subject of a postal communication between England and the Australian colonies.

My Lords advert to the arrangement which they sanctioned some time ago for the purpose of securing a monthly postal communication with Australia by steam-boats. By that arrangement a Mail was carried, *viâ* the Cape of Good Hope, by the General Screw Steam Navigation Company, and another by the Peninsular and Oriental Company, *viâ* Singapore, in every month alternately, so as to secure a monthly communication between the two. The former of these companies, having found itself obliged to abandon the contract, and the latter, in consequence of the demand for their vessels for the purposes of the war, having been obliged to suspend the branch service from Singapore to Australia, my Lords deeply regret that for some months past, so far as steam-vessels are concerned, this important postal service has been interrupted.

As early as the month of February last, with a view of obviating this inconvenience, my Lords requested the Lords of the Admiralty to take steps to obtain a tender for a monthly conveyance of Mails to Australia, but it is only within the last few weeks that that tender has been received by the Government; and it is one which, in its present shape, and in the position which the question has now assumed, my Lords are not prepared to accept. This tender, which has been received from the Peninsular and Oriental Company, is to convey a Mail by steam once in every month between Ceylon and the Australian colonies, in connexion with their India Mail-boats, for the sum of 84,000*l.* a year. But as the present estimate of the postal revenue with Australia cannot be computed at more than 36,000*l.*, of which 24,000*l.* can only be taken as the portion applicable to the sea service, my Lords would not feel justified in imposing upon the home Exchequer exclusively so large a loss (viz., 60,000*l.* a year) as would attend the adoption of this tender.

It has been with great satisfaction that my Lords in the meantime have perused the despatches received from Sir William Denison, Sir Charles Hotham, and Sir R. G. Macdonnell, as well as the proceedings of the respective public authorities of New South Wales, Victoria, and South Australia, upon the subject of postal communication, and my Lords have no doubt that when sufficient time shall have elapsed to enable the replies of the Governors of Van Diemen's Land, Western Australia, and New Zealand to the circular despatch addressed to them by Sir William Denison of the 16th March, inviting their co-operation with the other colonies and the mother country, in

order to place the postal communication upon a permanent and satisfactory basis, to reach this country, they will be found to coincide with the enlightened and public-spirited views expressed by those colonies already referred to in reference to the subject of that despatch.

The general tendency of all the correspondence upon this subject which has reached this Board, shows that the different colonies of Australia have become so impressed with the necessity of maintaining a permanent, certain, and rapid postal communication with England, that they are now prepared to share with this country any loss which it may be necessary to incur; but the offers of contribution, though made by those colonies from which communications have been received in a spirit of earnestness upon which my Lords place the most implicit reliance, are yet either too vague or are accompanied by conditions too contradictory and inconsistent with each other to form at once the basis of an arrangement with regard to which it is most desirable there should be no possible misunderstanding. It may therefore be convenient that my Lords should here place on record the various proposals which have been made by the different colonies, first and last, with respect to sharing in the expense of the postal service, and the conditions attached to those offers:

1. It appears that in 1846 the Legislative Council of New South Wales recommended that 6,000*l.* a year for three years should be placed at the disposal of the Home Government, in aid of steam communication *viâ* India. In 1852 this recommendation was confirmed, but on condition that the route should be by Torres Straits. In 1852 the Government offered a payment of 6,000*l.* for three years to the first steam company which should establish a monthly line of steamers performing the distance from Sydney to England and back in 120 days.

2. In 1849 the Governor of Van Diemen's Land reported that 2,000*l.* a year had been appropriated from the local revenue towards a line from Singapore *viâ* Sidney; that is, by the eastern route through Torres Straits.

3. In 1847 the Legislative Council of South Australia reported in favour of a line by way of the Cape, and promised 3,000*l.* a year for three years if the passage were accomplished within 70 days.

4. In 1853 the Governor of Western Australia reported that the Council would be willing to pay 1,000*l.* a year towards the expense of the line from Singapore to Sydney, provided the ships should call at Fremantle.

5. In the same year the authorities of Victoria, in expressing an anxious desire for a cheap postal communication with England, offered to contribute, so far as their own colony was concerned, for the necessary expenditure; but it afterwards appeared that a misconception had arisen as to the intention of the colonial authorities in this declaration.

6. In the present year an Act was passed by the Legislature of South Australia, authorizing a payment of 500*l.* to each steam-vessel delivering direct Mails, *viâ* the Red Sea, within 58 days, provided that such vessel had not touched at any port eastward of Adelaide, and that the Mails were delivered direct from the same ship that

brought them from the last point of land before reaching the Australian colonies.

7. There remains to be stated the substance of the communications which have taken place between Sir William Denison and the other Governors in the present year. On the 16th of March Sir William Denison addressed the circular despatch already adverted to, to Sir Charles Hotham, the Governor of Victoria, and to the Governors of the other Australian colonies, as well as to the Governor of New Zealand; in which, after dwelling in appropriate terms upon the necessity of restoring, as early as possible, a regular postal communication, he proposes that the whole of those colonies should join in defraying a portion of the loss which, at least for some time to come, must attend the establishment of a monthly steam communication between them and England; in which circular Sir William Denison divides the subject into the following three points for consideration:

1st. What should be the maximum sum to be paid for such service?

2d. In what proportion this amount should be divided between the colonies and the mother country?

3d. In what manner the contribution of the colonies should be apportioned among them?

In discussing these points Sir William Denison assumes that the maximum cost of the service would be 100,000*l.*; and he expresses an opinion that of that sum 40,000*l.*, or two fifths of the whole, should be contributed by the colonies, and the remainder by the Home Government; and that so far as regards the distribution of the contribution among the different colonies, that should be determined by the proportion of letters which each colony transmits by the Mail, and should be revised annually. The views entertained by Sir William Denison appear to have been entirely adopted by the Executive Council of New South Wales, who passed a resolution that the Legislative Council should be invited to place the sum of 15,000*l.* annually at the disposal of the Government to carry out the arrangement; as yet, however, no information has been received that that has actually been done.

With regard to the colony of Victoria, my Lords have before them several despatches of Sir Charles Hotham, addressed to the Secretary of State and to Sir William Denison, by which it appears that the authorities entered warmly into the arrangement proposed; and it appears by Sir C. Hotham's despatch to Sir William Denison, of the 4th of May, that he had caused to be inserted in the "Post Office "Act Amendment Bill" a clause pledging the Legislature to the expenditure of a sum not exceeding 50,000*l.* per annum for the maintenance of steam communication between Victoria and Great Britain not less than once a month, and that the Legislative Council had given its sanction to the Act. But Sir Charles Hotham states that any contribution on the part of Victoria must be subject to the following four conditions:—

1st. That no contract should be made that does not provide for the delivery of the Mail at Melbourne in a period not exceeding

55 days from the date of leaving London; the choice o route to rest with Her Majesty's Government.

2d. That if the overland route is adopted, the packet must proceed from Point de Galle *viâ* Cape Lewin and King George's Sound to Melbourne; she must touch at Kangaroo Island, but to avoid a loss of two or three days, she must not enter Port Adelaide, and that she shall proceed from Melbourne to Sydney.

3d. That in case the overland route is adopted, the packet would proceed to Sydney immediately after the delivery of the Melbourne Mails; but that on her homeward voyage she must remain at least 48 hours in the port of Melbourne, exclusive of Sundays.

4th. That preference must be given to the passengers from the colonies on the homeward route over any passengers for a shorter distance.

With regard to the colony of South Australia, my Lords have before them a despatch of the Governor, Sir R. G. Macdonnell, to the Secretary of State, giving cover to a copy of a despatch addressed by Mr. Finnis, who administered the government of the colony prior to Sir R. G. Macdonnell's arrival, in reply to Sir William Denison's circular letter; the substance of which is, that he had sufficiently ascertained the state of public feeling in the colony as to be able to say, with some degree of confidence, that the Legislature (which was not then in session) would give its support to any plan arranged by the Home Government with any steam company by which an ocean steamer shall monthly call off Port Adelaide, outward and homeward, delivering the Mails within the same time as under the late contract with the Peninsular and Oriental Company; remaining in the port only sufficient time to deliver the Mails on the outward voyage, but remaining 24 hours on the homeward voyage; that to secure this advantage the Government would propose to the Legislative Council a Bill, to pay, on behalf of the colony, a contribution not exceeding 12,000*l.* a year. In respect to the cost of the whole service, the acting Governor of South Australia suggests that the colonies should pay one-half, and the Imperial Government the other.

My Lords have also read, with much satisfaction, the enlarged and liberal views taken of the proposal as a whole, in the minutes of the Executive Council of the 17th of April, as well as in the reports of the Postmaster General of the colony, of the Acting Colonial Secretary, the Advocate General, and the Surveyor General.

Sir R. G. Macdonnell, in his despatch, states that the letter of Mr. Finnis represents the views of members of the Legislature and of the general community being in favour of steamers from Point de Galle, calling off Port Adelaide.

From the remaining three colonies, viz. Van Diemen's Land, Western Australia, and New Zealand, as yet no intimation of any reply to Sir William Denison's despatch has reached this Board.

From this summary of the existing state of these negotiations, it is apparent that they have not yet assumed that clear and tangible position which would enable the Home Government to make them

the basis of an actual arrangement. The Executive Council of New South Wales has passed a resolution to invite the Legislative Council to appropriate a sum of 15,000*l.* towards the service, but no advice has yet been received that this has been adopted. Sir William Denison has stipulated for no conditions which could embarrass the arrangement; but looking to the great preference hitherto shown and embodied in the acts of the Legislature for the route by Torres Straits, by which the first arrival and the last departure would be from Sydney, it is possible the Legislature may attach such a condition to any grant it may make. In Victoria the Legislature has authorized a very liberal expenditure for the purpose, but Sir Charles Hotham has attached conditions which are inconsistent with the conditions contended for by South Australia, and, in part, such as it may be impossible to obtain. In South Australia the only Act that has really been passed offers a payment of 500*l.* to every steamer which shall deliver a direct Mail *viâ* Suez, and without first having called at any port eastward of Adelaide, that is, without having first touched at Melbourne. And the Governor now holds out hopes that the Legislative Council would vote 12,000*l.* a year in aid of a plan by which the Mail-packets on their outward and homeward voyages shall call at Port Adelaide. The acquiescence, therefore, of the colonies of Victoria and South Australia in the proposal of Sir William Denison is thus based upon contradictory conditions. With regard to the other three colonies, no engagement, as far as my Lords know, has yet been entered into, of any kind.

However, notwithstanding all the difficulties and conflicting views as exhibited in the various correspondence under consideration, my Lords are of opinion that the interests involved, both Imperial and colonial, in a speedy restoration of a monthly postal communication between the United Kingdom and the Australian colonies, are so great, that the time has now arrived when the Home Government should take the initiative, and propose for the adoption of the colonies some great and comprehensive scheme, which shall, upon mature consideration, appear the best adapted for the interests of the whole, and pending a communication with the colonies, in order to save time, to take such preliminary steps as shall secure its coming into operation as soon as possible. And my Lords are the more induced to arrive at this decision for the following reasons:—

1. My Lords cannot, after all the discussions which have taken place upon this subject, be surprised that the different colonies should view with favour, and even insist upon plans which, from the geographical position of the colonies, promise to confer peculiar advantages upon them, and that in this respect the requirements of some may be at variance with the interests of others or of the whole. And my Lords fear that a great delay would take place if they were to wait until these differences should be adjusted among the colonies themselves.

2. My Lords are convinced, from the whole tenor of the correspondence now before them, that all the colonies are now so much in earnest in their desire to see a permanent steam postal communication established, that they will be ready to sink any minor differences of

opinion, and to submit to slight disadvantages in order to secure the far greater benefits which will result from a well-considered general scheme.

3. My Lords are further induced confidently to believe that each colony will accept a general plan, prepared by the Home Government after full consideration, in the full conviction that, as it is proposed without any bias or leaning in favour of any one colony, it may be assumed as that which is the best calculated to meet the public wants.

The principle upon which the postal communication between England and the Australian colonies has latterly been conducted is, that a postage of 6*d.* for a single letter has been charged, of which 4*d.* was understood to represent the sea rate, 1*d.* for collecting or delivering a single letter in any part of the United Kingdom, and the same in any part of the colonies; so that the whole cost of sending a letter from any part of the United Kingdom to any part of the Australian colonies, or *vice versâ*, should not exceed 6*d.*

As the whole cost of the packet service has hitherto been borne by the Imperial Government, the portion of the postage which represented the sea-service has been accounted for to the home Post Office, so that of the 6*d.* charged, 5*d.* has been appropriated to England, and 1*d.* to the colony receiving or despatching the letter, as the case might be.

My Lords have already adverted to the heavy charge which has hitherto been imposed upon the British Exchequer from the loss which has attended this arrangement, and to the circumstance that they would not feel justified in adopting the still heavier loss which would attend the improved service which the colonial authorities think absolutely required for their present wants. But this difficulty is happily removed by the enlightened view taken by the colonial authorities, and their willingness to defray a share of the loss which shall be incurred in securing a regular monthly steam communication. This loss, though it will be great at first, may fairly be expected rapidly to diminish by the increase of the postal revenue, consequent not alone upon an increasing population, but also upon the establishment of a more frequent and regular service. And it may also be hoped that before many years shall pass, the increased communication may enable contracts for the conveyance of Mails to be made upon considerably more favourable terms.

With a view to effect such an arrangement, there are two modes which might be adopted:

1. The present plan might be continued by which the home authorities defray the whole cost of the sea-service, receive the entire sea-postage, and might then divide the net annual loss between the Home Government and the different colonies in proportions to be fixed. Or,

2. It might be arranged, as has been suggested by Sir William Denison, that each colony should receive the postage of all the letters forwarded by it to the United Kingdom, or to either of the other colonies, and that the home Post Office should receive the postage upon all letters outward, in which case the entire cost of the

sea-service would be divided in the proportions determined upon, in place of the balance of loss; but in the adoption of this plan it would be necessary to introduce the system of compulsory pre-payment.

It appears to my Lords that the latter plan presents in many respects very important advantages. In the first place, as it may be reckoned that upon an average of the whole year about the same number of letters are sent to and received from each colony, the plan would practically amount to an equal division of the postage between the colonies and the United Kingdom, while the intercolonial postage would go entirely to the colonies. In the next place, the system of intricate accounts at present subsisting between the home Post-office and each of the colonial offices, in order to show the amounts collected for and due to the former, might be entirely dispensed with. And in the last place, it would leave the Home Government and each colonial Government free to regulate their rates of postage in any way they thought fit, within the terms of existing treaties, so far as regards foreign states. It would of course be stipulated that a letter from England should be delivered in any part of each of the colonies for the payment charged in England, and *vice versâ*, that any letter posted in the colonies should be delivered in any part of the United Kingdom, without any additional charge to that made in the colony. My Lords are therefore prepared to adopt the suggestion made by the Australian authorities on this point, to make pre-payment necessary, and that each Post Office should retain the postage collected by itself as its own proper share of the whole. It will, however, be necessary to make some provision in respect to letters which are posted in the colonies for continental or other foreign countries, and which will pass through the English Post Office. By this arrangement, the sum to be divided between the Home Government and the colonies will be the entire cost of the service, and not the net loss.

My Lords now come to consider the three points raised by Sir William Denison, viz.—1st. What amount should be expended for the entire service; 2d. In what proportion that amount should be paid by the Home Government and the colonies; and 3d. In what proportion each colony shall contribute to the share to be paid by the colonies respectively.

1st. As to the cost of the service. As the only fair and satisfactory means of determining this point, my Lords propose to give instructions to the Admiralty immediately to ascertain by public competition the lowest rate at which it can be accomplished on the conditions and plans herein-after defined.

2d. As to the proportion to be paid by the Home Government on the one hand, and by the colonies collectively on the other, Sir William Denison suggests that three-fifths should be paid by the Home Government, and two fifths by the colonies. The Executive Council of South Australia expresses an opinion that on the arrangement ceasing by which the Home Government receives five-sixths of the postage, which is now proposed as part of the new plan, the cost of the service should be borne equally between the mother country nd the colonies collectively My Lords are of opinion that there

are many sound reasons why this latter course should be adopted, namely, that one-half of the whole cost should be defrayed by the Home Government, and half by the colonies collectively. In the first place, in making this arrangement, my Lords are desirous above all things that it should be based upon principles that will prove as permanent in their operation as possible, and that will be simple and self-adjusting in the natural changes which must in the course of time take place. It is to be expected that as the Australian colonies become more and more developed, the net loss arising from a postal service will become less; but it may be laid down as a principle, that the advantages derived from the conveyance of letters will always be equal to the people at home and to those of the colonies, as it is presumed that the same number of letters will be sent and received at each end. This equality of advantages would therefore point to an equal division of the cost. In the next place, as it is proposed that each Post Office shall retain the prepaid postage upon the whole of its own letters forwarded, and which will practically result in the colonial Post Offices receiving half of the entire postal revenue attached to the service, it is obviously fair that they should also bear half the cost. And lastly, it appears to my Lords that in a mutual arrangement of this kind, which it is essential to place upon a permanent footing, it would not be desirable, even on the part of the colonies, for the sake of the slight advantage it would confer upon them, to adopt a plan which had the characteristic of being in any degree one-sided. On the contrary, it is better for all parties that it should be perfectly fair and just. My Lords therefore propose that the Home Government shall in the first place defray the entire cost of the main service, and shall be reimbursed by the colonies to the extent of one-half.

3d. As to the proportion of the moiety of the cost which shall be contributed by each colony. It appears to my Lords that the plan proposed for this purpose by Sir William Denison, and acquiesced in by the authorities of the other colonies, so far as their views have been expressed, is a perfectly fair and satisfactory one, viz., that each colony shall contribute in proportion to the number of letters despatched annually by the steamers. It is proposed that this proportion should be adjusted anew every year, but it appears to my Lords that this would lead to unnecessary trouble, and that if an adjustment took place every two years, it would be sufficiently accurate for all practical purposes.

With regard to the entire cost of the main service, it is necessary to observe, that if upon receiving the tenders which shall be made, it shall be decided to adopt the East Indian route, an addition will have to be made to the amount paid for the service from Point de Galle to the Australian colonies, as between them and the Home Government for the portion of the cost of the existing overland service, which would fairly represent the Australian postage; inasmuch as in an arrangement made between Her Majesty's Government and the East India Company for that service, a portion of the entire cost was calculated to be borne by the former in respect to those colonies.

My Lords now come to consider the important question of the manner in which the service is to be performed, and the steps to be taken with a view to that end. Great difference of opinion has prevailed as to the route which should be adopted as the best, whether by the Cape, by Panama, or by the Indian overland route, although up to this time experience has shown that the latter is the preferable. My Lords are, however, desirous that a fair test should now be made of all these routes, and they are therefore of opinion that any tenders to be invited should be open to all alike, and that it will be for the Government to consider and decide which will be the most advantageous, taken as a whole. At present there is a contract existing with the Peninsular and Oriental Company, for the conveyance of a Mail every two months, *via* Singapore, upon terms that may be considered favourable to the Government; that service has been suspended for some time past, in consequence of the vessels of the Company being required for the war, and my Lords have now to decide whether they will hold the Company to the contract, or release them from it. Looking to the circumstance that the new service to be provided for will be monthly, it appears to my Lords that any arrangement for that service which could be made, if it were to work in conjunction with this contract now existing for one-half of it, would be made under great disadvantage, and that the only way by which the best terms and arrangements could be secured would be to throw the whole open to competition. My Lords are therefore of opinion that the best course will be to relieve the Peninsular and Oriental Company from their contract for that portion of the service, and to enter upon the new plan unembarrassed by an existing partial arrangement.

My Lords have already adverted to the conflicting and irreconcileable views taken by the different colonies as to the mode in which the service should be performed, and as to the route to be taken by the steamers employed; but there are two principles which are so obviously desirable to be observed that my Lords cannot hesitate to lay them down as a rule which must be for the benefit of the whole: first, that each colony shall have the benefit of an arrival and departure by each steamer monthly, and that the passage out and home, together, shall be made in the shortest possible time. Upon a very careful examination of the whole subject, and consideration of the correspondence which has taken place, my Lords are of opinion that these objects can be best attained by restricting the points at which the steamers of the main line should call to three, viz., King George's Sound, Melbourne, and Sydney, and that all the other colonies should be provided with branch services fitting into the arrangements of the main service. My Lords have carefully and especially considered the difference of views upon this subject entertained by the colonies of Victoria and South Australia. The authorities of the latter colony very naturally desire that the steamer shall call at Port Adelaide, but when it is considered that vessels of the size which must be employed in this service are unable to cross the bar of the port, and are obliged to bring up at a distance from the port of 15 miles, and from the land of five miles, and often in very bad weather, and that under any

circumstances a small branch steamer must be employed, and when it is further considered that calling at Port Adelaide would cause considerable detention to the more important mails of Melbourne and Sydney if the eastern route shall be adopted, as well as a loss of time also on the return voyage, and that therefore the entire voyage out and home would be lengthened, a disadvantage which would affect South Australia as well as the other colonies, my Lords feel convinced that the inhabitants of that colony will be satisfied, upon due consideration, that so far as the arrangement above proposed may be a concession on their part, it is one which the general interests of all concerned calls upon them to make, and that they will see that the saving of time in the outward and homeward services together so obtained will be an advantage to them as well as to others.

My Lords, are, however, of opinion that in the comprehensive scheme which they are now proposing, arrangements should be made at the common cost for the branch services required to convey the Mails to and from Port Adelaide, Van Diemen's Land, and New Zealand, making Melbourne the common point of arrival and departure of those branch services. They therefore propose that arrangements shall be made on the spot for those services, and that the cost of the same shall be added to the cost of the main services and divided in the same proportions as already indicated.

My Lords advert to a condition which Sir Charles Hotham attaches to his acquiescence in the proposals of Sir William Denison, namely, that in the event of the overland route being adopted, preference should be given to passengers from the Australian colonies on the homeward route over any passengers for a shorter distance. With regard to this condition, my Lords entirely agree with the objection made by Sir William Denison in his despatch to Sir Charles Hotham, of the 18th of April, in which he urges that such a condition might be inconsistent with any arrangements which the Peninsular and Oriental Company could positively make, and that the effect of insisting upon it would be to exclude from the arrangement the advantage of the competition of that Company. Sir Charles Hotham states as a reason for insisting upon it, the fact that in the return voyages of the South American steamers the passengers from the furthest point in the River Plate have the preference over those from Rio de Janeiro; but the circumstances are not the same. The Australian steamers, if that route were adopted, would join the Indian line at Point de Galle, and if that were the extreme point of the Indian service, the cases would be parallel and the plan possible. But in place of this being so, Point de Galle is a station on the homeward route from Hong Kong, Singapore, and Calcutta, and it would obviously be impracticable to insist upon such a provision in favour of Australian passengers over those who may have come from those various points.

My Lords are of opinion that, in a purely postal arrangement, conditions in relation to passengers, however important the subject is in itself, should not be permitted to embarrass the more immediate question, and that all parties may rest satisfied that, in this respect, any Company undertaking the service will, for its own interests and

profit, make such arrangements as shall be most convenient to all parties.

The plan, therefore, which my Lords propose may be thus shortly summed up:

1. That they shall instruct the Admiralty to obtain tenders, by open competition, for a monthly postal service between this country and Australia, the vessels, outward and homeward, touching at King George's Sound, Melbourne, and Sydney, carrying the Mails for the six colonies of New South Wales, Victoria, South Australia, Western Australia, Van Diemen's Land, and New Zealand.

2. That branch services shall be established by open competition from Melbourne, as the central point, with Port Adelaide, Van Diemen's Land, and New Zealand.

3. That all letters and newspapers shall be pre-paid, and that each Post Office shall retain its own receipts.

4. That the entire cost of the services described shall be divided equally between the Home Government and the colonies collectively.

5. That each of the colonies shall contribute to the moiety to be paid by them collectively in proportion to the number of letters despatched by each, to be ascertained every two years.

In the first place, it will be necessary to obtain from each of the colonies named a duly authorized legislative acquiescence in the arrangement proposed. For this purpose let a copy of this Minute be transmitted to the Colonial Office, and request that the Secretary of State will take the necessary steps with that view. But state that as some time must elapse before replies can be received from the different colonies, and as my Lords are anxious that no time should be lost in re-establishing a monthly Mail by steam, my Lords, relying upon the correspondence now before them from the Governors of New South Wales, Victoria, and South Australia, have decided to take immediate steps in order to secure a commencement of the service at the earliest possible time after the receipt of communications from the different colonies acquiescing in the proposed arrangements.

Write to the Secretary of the Admiralty and request that the Lords Commissioners of the Admiralty will take immediate steps to procure tenders for a monthly postal communication by steam with Australia on the following conditions, and report to this Board before any contract is actually made:

1. The tenders to be delivered within two months of the date of the advertisement.

2. The tenders to specify the route and the maximum number of days between the departure of the Mail from Southampton and its arrival at Melbourne, and Sydney, and King George's Sound, respectively; and also the number of days on the homeward route.

3. That the service shall be performed under a penalty of 100*l.* a day for delay in starting, and 30*l.* a day for any time consumed in the voyage beyond the allowed maximum.

4. The contractors to state in what time from the acceptance of their tender they will be prepared (under a penalty to be agreed upon,) to commence the service.

5. The contractors to give such adequate security as to the Lords of the Admiralty may appear necessary, for the payment of any penalties which may become due, and generally for the performance of the contract, which penalties in no case whatever shall be relinquished.

6. The contract to be for five years.

Transmit copy of this Minute to the Colonial Office, Admiralty, and Post Office for their information and guidance.

APPENDIX (H.)

Reply to a Memorial from a Number of London Letter Carriers.

General Post Office, Circulation Department,
February 1856.

Sir,

I am instructed by the Postmaster General to reply as follows to your Memorial of the 4th instant:

With regard to your complaint as to the partial discontinuance of the payment for extra work, the change has been made in obedience to an instruction from the Treasury contained in the same document which directed the recent increase of Wages. This instruction, indeed, enjoined the total discontinuance of such payments, but at the request of the Postmaster General the Treasury, in consideration of the high price of provisions, consented that for the present the reduction should be limited to one-half; the reduction in duty being of course proportionate.

Even without such instruction, it is, as you well know, in full accordance with the practice of the department, to discontinue extra work, and of course the payment thereto attached, whenever such change is thought convenient.

The alleged information given you by your superior officers in March 1855, was, as shown by the admission of your committee recently made to myself, simply to the effect that the extra payment would be continued so long as the extra duty was performed; and my circular of the same month to which you refer, limits the performance of such extra duty to the time "pending the contemplated revision of the duties of the department," and, for the future, guarantees you merely against diminution in the amount of the "*fixed* wages or salary" received under the old classification.

With full allowance for misconception on your part, the Postmaster General considers it a matter of blame that, after withdrawing your first memorial in consequence of the explanation made by myself and the admission made by your committee, you should have repeated your mis-statements in the memorial now presented.

With regard to promotion by merit, I have also to say that the instruction from the Treasury is absolute; that the rule is essential to the good of the service, and cannot be departed from. I scarcely need add, that seniority has its due advantage; since, other things equal, the man longest in the service is the first selected for promotion.

With regard to the alleged excess of work, I have first to point out to you that the recent changes, placing many of you in new walks, have unavoidably produced a temporary increase of labour.

If, however, any of your number be of opinion that their duties, after allowing for these temporary circumstances, will exceed the amount which a man of ordinary dispatch may be expected to get through in an average of eight hours per day, (after deducting one hour for every sixpence paid on account of extra work,) such persons are at liberty to report their particular cases in writing, stating their duties in detail, and affixing the time required for each—the same to taken into consideration, with a view, if necessary, to such re-adjustment of the work as circumstances may allow.—I need not point out that in admitting these representations, the Postmaster General expects that each applicant will take care that his statements be in strict accordance with the facts of the case.*

In replying to your memorial, (the signatures to which are almost exclusively confined to the fourth or lowest class of Letter Carriers), I am instructed also to refer to the circumstances attending its preparation, viz. :—1st, the proceedings at the meeting of the 13th ultimo, and, 2nd, the publication of the memorial—an improper step under any circumstances, but more especially so before its presentation.

As regards the meeting, I hope I need scarcely point out to you that its proceedings were of a highly discreditable character; some of the speeches, as reported, were very disrespectful towards your superior officers, and both speeches and resolutions contained statements or insinuations inconsistent with the real facts of the case, and intended, apparently, to mislead the public, and to excite a popular clamour in support of your demands.

His Grace desires me to say, that even had the prayer of the memorial been reasonable in itself, he should have found it difficult, if not impossible, to take it into favourable consideration, when connected with proceedings of so objectionable a character.

His Grace is the more concerned at such misconduct, seeing that it follows close upon the adoption of various measures tending greatly to improve your condition, viz. :—improved scales of wages—gratuitous medical attendance to such at least as are attached to the Chief Office—an annual fortnight's holiday with uninterrupted full wages—greatly increased pensions for old age, without any deduction from present salary—and, lastly, pecuniary assistance in insurances for the benefit of your families at your death.

His Grace, however, willing to make allowance for errors in judgment, and even for misconduct arising out of excited feeling, desires to take as lenient a course as is consistent with due regard to the discipline of the office. He, therefore, satisfies himself with reminding those who have shared in these objectionable proceedings, that under the regulations laid down by the Treasury no annual increase of wages can be made without a certificate from the head of the department attesting satisfactory conduct during the preceding

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* March 19th. Although five weeks have elapsed since the Circular was issued, not a single statement has been received with reference to this notice.

year; and that in granting of such certificates, proceedings like those in question will necessarily be taken into consideration. I have, therefore to urge upon you all, and especially upon such as had any share in the offensive proceedings at the public meeting, or in the publication of the memorial, to be extremely cautious as to future conduct.

I am, &c.

Mr. _____ W. Bokenham, Controller,

Letter Carrier.

APPENDIX (I.)

Medical Officer's First Periodical Report.

1.—Number of officers under medical charge.

Sir, General Post Office, 5th January 1856.

In drawing up this, my first report, on the state of health of the officers of this department under my charge, since the 1st of July 1855, and the sanitary condition of the department generally, I would premise that the statistical portion of the report will necessarily be in an unsatisfactory state, on account of the changes that have been made in the regulations for medical attendance.

Thus, during the commencement of the six months just elapsed, not only did every officer in this department, whatever might be his salary, but also all the officers attached to the Branch Offices, apply for advice when they required it.

Some time in July or August, the latter officers were informed that the medical aid did not extend to them, and early in November it was ruled that officers whose salary exceeded 150*l.* were not intended to have the benefit of gratuitous medical advice, and that Clerks whose salaries were below that amount, although they might receive advice, were to provide their own medicines.

The consequence of the above changes in the regulations is, that the number of officers in my charge, during the past six months, has varied very considerably.

From information furnished me on the 14th Nov. ult., it appears that the following was the number of clerks and other officers of whom I have the entire or partial medical charge, and who are attached to the Chief Office and the Money Order Office.

Clerks whose salary do not exceed 150*l.* per annum -	387
Inspectors, Letter Carriers, Sorters, Stampers, Labourers, female and other domestics - - -	1,071
	1,458
Number of officers and clerks whose salaries exceed 150*l.* per annum - - - - - -	295

By the regulations now in force, the medical officer has *full charge* of the 1,071, partial charge of the 387, not visiting them at their own abodes, except during the prevalence of an epidemic, when he not only extends his supervision to the 295 gentlemen with the

higher salaries, but prescribes medicine and gives advice to the officers of the department generally.

This was the case to some extent in the months of July, August, and September last.

The total number of Clerks, Letter Carriers, Sorters, &c. attached to the Chief-office and Money Order Office is 1753.

2.—General health.

The general health of the Clerks, as of the Letter Carriers, &c., has been on the whole very satisfactory, but it will be my duty in a subsequent portion of this report to point out in what manner, in my opinion, certain diseases now rather prevalent may be considerably lessened.

3.—Epidemics.

In the months of July, August, and September there was rather a large amount of autumnal diarrhœa. I am not able to specify what number of men were affected, as by the means I took for securing to the 22 Principal and Branch Offices in London and the suburbs a supply of large quantities of medicine adapted for the complaint in question, a very great number of officers were cured without applying to the Medical Officer directly, and in numerous instances without absenting themselves for above a few hours from their duty.

A great number of officers received immediate relief from those sources.

Independently of those who had medicine for diarrhœa from the various offices above named, 138 officers were attended by me for that complaint in the first three months of the half year, whilst during the last three months only 19 applied.

4.—Prevailing diseases.

After diarrhœa, more of the officers, especially Letter Carriers, Sorters, and Messengers have suffered from rheumatism than any other complaint.

During the past six months there have been 76 cases of rheumatism under my care. A few of these have been second attacks, and in one case a stamper has had three distinct attacks since July.

No other disease can be said to have prevailed extensively.

There are several patients under my care suffering from consumption; six have died from that complaint in the half year just elapsed, four of whom were not attended by me.

Summary of officers attended by medical officer during six months ending 31st December 1855:—

Months.	Clerks.	Other Officers.	Total.
July	59	155	214
August	74	212	286
September	38	106	144
October	26	93	119
November	16	100	116
December	14	93	107
Total	227	759	986

From this it appears, that supposing the number of officers under my care to have averaged 2,000, 986 or about 50 per cent. have received medical assistance in the six months just elapsed. Many of these, it is true, have applied for advice when suffering from catarrh, influenza, or some other complaint which had not at that time incapacitated them for duty. Anxious, however, to carry out the modern principle of preventive medicine as much as possible, I have encouraged the officers to have early recourse to medical aid, instead of allowing disease to get so strong a hold on the system as to necessitate confinement to the house.

5.—Deaths.

(*a*) *Clerks.*

Mr. ———, age 25. July 19. Consumption.

(*b*) *Letter Carriers.*

Table showing the Deaths in the class of Letter Carriers, &c.

Disease.	Under 30.	Between 30 and 40.	Between 40 and 50.	Between 50 and 60.	Total.
Phthisis - - -	3	—	2	—	5
Hypert. of heart - -	—	—	—	1	1
Dropsy - - -	—	—	—	1	1
Softening of brain - -	1	—	—	—	1
	4	—	2	2	8

6.—Candidates examined.

I have examined about 300 candidates for office in the half year just elapsed; of this number 21 have been rejected from physical incapacity.

7.—Removable causes of disease.

A considerable number of officers in the class of Sorters and Stampers, suffering from catarrh, bronchitis, influenza, and cold, attribute their illness to draughts of cold air from the doors of the Inland Circulation and Newspaper Offices. I am aware that keeping the doors shut during the pressure of business would be a great interruption to the work of the office; but at the same time, if some contrivance could be adopted for preventing a direct current of cold air coming in contact with the clerks and officers engaged in sorting, it would be highly desirable. Measures are taking with a view, if possible, of remedying this evil.

I had reason to believe that a certain amount of bowel complaint that prevailed in the summer and autumn, was caused by contaminated air from the men's waterclosets finding its way into different parts of the building, and in a short report that I presented several months ago, relative to the ventilation of the establishment, I recommended that these places should be removed from under the roof to a situation where a free current of air should intervene between them and the office. This has now been done, and I have no doubt

that considerable benefit will result therefrom, and the whole atmosphere of the building be rendered purer.

Much good has lately been accomplished in preventing a stagnant state of the atmosphere in the various passages and lobbies by making openings in the walls, and erecting ventilating shafts on Mr. Watson's plan.

Some of the basement offices, particularly the bag-rooms and the Messengers' kitchens, are much in need of ventilation. From the peculiarity of their cellar-like construction, considerable difficulty has been experienced in devising a method of aërating these places that would be successful; but the Clerk of the Works is now carrying out a plan that I have suggested, which I hope will have the desired effect.

The buildings appear to be perfectly dry.

The last question that I find in the paper placed in my hands, from which my report is to be drawn up, is the following:—

8. — HAVE YOU ANY SUGGESTION TO OFFER BEYOND THOSE WHICH YOU MAY HAVE ALREADY MADE FOR IMPROVING THE HEALTH OF THE OFFICERS?

In answer to this, I would reply, that many of the class of Letter Carriers, Sorters, &c., for the convenience of living near their work, lodge in houses in streets as contiguous as possible to the Chief Office. The great demand for such lodgings, and the great value of property in the neighbourhood, oblige these men to live in rooms for the most part small, low, with very imperfect ventilation, and in many cases totally unfit for habitation; circumstances quite incompatible with vigorous health.

Many of the houses which I have entered, to visit the patients, are in a most insanitary condition, badly lighted, badly ventilated, and over-crowded.

In some of them the officers who have lodged there have taken small pox, scarlet fever, and similar contagious complaints from the children who are generally found in these houses in considerable numbers. It is in such abodes that zymotic diseases find numerous victims.

All the cases of small pox and fever that have come before me during the last six months have occurred to officers living in such tenements.

Many of the men who do not live near the Chief Office from motives of economy, lodge at considerable distances from it; they are consequently obliged to walk, in some instances, several miles in addition to the distance required by their duty, and this tends to fatigue the men quite unnecessarily.

If under these circumstances it should become possible to obtain the erection, in the neighbourhood of the Post Office, of good lodging-houses for a large body of the Letter Carriers, (a subject which, I am aware, has been already under consideration), much benefit would, I am sure, result.

The model lodging-houses of the society for improving the dwellings of the labouring classes, show how great an amount of good may be accomplished both physically and morally in this way.

Whereas the average mortality of the metropolis is about 23 in 1000, and that of the labouring portion of it considerably higher, the average mortality of the population inhabiting the model lodging-houses is but 10 and a fraction.

I will not lengthen this report by detailing the numerous advantages that would accrue as well to the department generally, as to the officers employed, were such a scheme to be carried into execution; they will readily suggest themselves to your mind.

I am, sir,
Your obedient servant,
WALLER LEWIS, M.B. Cantab.;
F.G.S.; F.S.A., &c.
Medical Officer.

Rowland Hill, Esq.,
&c. &c. &c.

APPENDIX (J.)

EXTRACTS from an HISTORICAL SUMMARY of the POST OFFICE in SCOTLAND.

To show the difficulties in the way of rapid communication at this period [1678] from the condition of the roads in Scotland, it may be stated that an agreement was made to run a coach between Edinburgh and Glasgow (a distance of 44 miles) which was to be drawn by six horses, and to perform the journey to Glasgow and back in six days. The undertaking was considered so arduous that the contractor was to receive 200 merks* a year for five years to assist him; but the speculation turned out so unprofitable it was soon abandoned.

In 1698 Sir Robert Sinclair of Stevenson, had a grant from King William of the whole revenue of the Post Office in Scotland, with a pension of 300*l.* per annum to keep up the post. The Post Office at this time appears to have been anything but a profitable concern, as Sir Robert, after due deliberation, gave up the grant, thinking it disadvantageous.

When Mr. Anderson took office on the 12th July 1715, there was not a single horse post in Scotland, foot runners being the usual means of conveyance for the mails. In this manner direct bags were conveyed from Edinburgh as far north as Thurso, and westward to Inverary. There were three Mails a week from Edinburgh to Glasgow, and three in return; the runners set out from Edinburgh each Tuesday and Thursday at 12 o'clock at night, and on Sundays in the morning, and the Mails arrived at Glasgow on the evening of Wednesday and Friday, and on the forenoon of Monday. For his services the Post Office paid 40*l.* sterling per annum; but from the

* A merk is equal to 1*s.* 1½*d.* sterling.

fraudulent dealing of the Postmaster of Falkirk, who made the payments, the runners seldom received more than from 20*l.* to 25*l.*

In 1716 the Duke of Argyll, who had then supreme control in Scotland, gave orders to Mr. Anderson to place relays of horses from Edinburgh to Inverness, for the purpose of forwarding despatches to, and receiving intelligence from, the army in the Highlands under General Cadogan. These posts worked upon two lines of roads; the one went through Fife and round by the east coast, passing through Aberdeen; the other took the central road, *viâ* Perth, Dunkeld, and Blair Atholl. These horse-posts were, however, discontinued immediately after the army retired.

In 1730 the yearly revenue of the Post Office Establishment in Scotland was 1,194*l.*

About the year 1750 the Mails began to be conveyed from stage to stage, by relays of fresh horses, and different post-boys, to the principal places in Scotland; but the greater portion of the Mails were still carried by foot runners. Before the system of relays was introduced on the North Road, the mode of conveying the Mails was very tedious. For instance, "a person set out with the Mail from "Edinburgh for Aberdeen; he did not travel a stage, and then "deliver the Mail to another post-boy, but went on to Dundee, "where he rested the first night; to Montrose, where he staid the "second; and, on the third, he arrived at Aberdeen, and, as he "passed by Kinghorn, it behoved the tide, and sometimes also the "weather, to render the time of his arrival more late and uncertain." In this manner the Mail was conveyed thrice a week. The communication by post between London and Edinburgh was not much better. The condition of the roads, however, in Scotland, would not admit of anything like rapid travelling. The best roads, even in the populous districts, were often to be found in the channels of streams. The common carrier from Edinburgh to Selkirk, 38 miles, required a fortnight for his journey, going and returning; the channel of the river Gala, which for a considerable distance ran parallel with the road, being, when not flooded, the track chosen as the most level and easiest to travel in. Between the principal cities, the means of travelling were little better. It took a day and a half for the stage-coach to travel from Edinburgh to Glasgow.

In the year 1757 the Mail was upon the road from London to Edinburgh 87 hours, but from Edinburgh to London, 131 hours. At this time from a representation from the Committee of Royal Burghs, such regulations were adopted, that the time was reduced to 82 hours from London to Edinburgh, and 85 hours from Edinburgh to London.

In 1763, a further improvement was made on the London Mail, by having it despatched five times a week instead of three, as formerly. Previously it had travelled in so dilatory a manner, that in winter the letters which were sent from London on Tuesday night, for the most part, were not distributed in Edinburgh till Sunday between sermons.

In 1776, the modern stage coach was introduced into Scotland; the first coach arriving in Edinburgh on the 10th of April. It

performed the journey to London in 60 hours. And in the same year, the first Penny Post in Scotland was established in Edinburgh, by Peter Williamson, an eccentric native of Aberdeen, who in consequence of keeping a coffee shop in the hall of the Parliament House, was frequently employed by gentlemen attending the Courts, to forward letters to different parts of the city. This kind of business increased so much that he opened an office and established a regular Penny Post delivery of letters throughout the city. He had hourly deliveries, and agents at various parts of the town to collect letters. The men who delivered, of whom there were four (in uniform), also collected letters, and for this purpose they rang a bell as they proceeded on their rounds, to give information of their approach.

Williamson's success soon induced others to attempt a similar undertaking; but the authorities of the General Post Office, seeing the importance of this branch of business as a source of revenue, gave Williamson a pension for the goodwill of the business, and the Penny Post was then attached to the general establishment.

A direct Mail between London and Glasgow was not established before 1788, when, on the 7th July, the first Mail coach from London arrived in Glasgow. Previously the correspondence between those cities passed through Edinburgh; where it was detained twelve hours to be sent with the Mail to Glasgow at night.

Having followed the Scottish Post Office down to the close of the eighteenth century, it may be observed that for a long time after its introduction and establishment it was conducted solely with a view to the convenience and security of the correspondence of the public, and that it frequently received assistance from the Scottish Government by pecuniary grants. And if we except the periods of rebellion, when a certain amount of *surveillance* was exercised by the agents of Government as a measure of state security, the Post Office in Scotland appears to have been conducted with great integrity and with freedom from abuse.

In April 1713 the Edinburgh Post Office was removed to the first story of a house opposite the Tolbooth on the north side of the High Street. At a later time it occupied the first floor of a house near the Cross, above an alley which still bears the name of the Post Office Close. It was removed from this to a floor on the south side of the Parliament Square, which was fitted up like a shop, and the letters were dealt across an ordinary counter like other goods. At this time all the out-of-door business of delivery was managed by one Letter Carrier. From the Parliament Square the Post Office was removed to Lord Covington's house, thence after some years to a house on the north bridge, and finally it was removed to the present office in 1821, at which period the dispatch of the Mails was conducted in an apartment about 30 feet square. This apartment was purposely kept as dark as possible in order to derive the full advantage of artificial light employed in the process of examining letters to see whether they contained enclosures or not.

APPENDIX (K.)

UNFOUNDED Complaints against the Post Office respecting the Loss of Letters.

IN March last an unregistered letter, containing a 10*l.* Bank of England note, posted at Macclesfield, addressed to Manchester, was stated not to have reached its destination. Full inquiry was made, but the letter could not be found. Subsequently, however, the note was presented at the Bank of England, and on being traced, it was discovered that the letter had been stolen after its delivery.

In December last, a letter containing two 5*l.* Bank of England notes, was stated to have been posted at Leeds, addressed to a lady at Leamington, without reaching its destination; but the inquiry that was instituted by the Department caused the sender to withdraw his complaint, and to prefer against the clerk whom he had intrusted with the letter, a charge of having purloined it before it reached the Post Office.

Last spring, a gentleman at Archerstown, County Westmeath, complained of a letter, containing half bank notes and post bills, amounting to 400*l.*, addressed to Dublin, not having come to hand; but when the matter came to be fully examined, it was ascertained by one of our officers that the letter was in a drawer of the house of the very person to whom it had been directed, but by whom it had been entirely overlooked.

In the spring of last year a young lady about 15 years of age, whose parents reside at a small town in ——shire, was sent to a school not far from ———. The mother of the young lady was suffering from illness in April last, and letters were written from time to time to the daughter at school announcing the state of her mother's health.

The young lady declared that she wrote on the 17th of April to enquire how her mother was; that letter was not delivered; and that on the morning of the 19th of that month a brown paper parcel was placed in a very mysterious manner in the hall of the house at which the young lady was at school. This parcel contained a letter which stated that her mother was dead, and that the parcel had been conveyed by a friend, which accounted for its not bearing any post-marks.

Other circumstances were related by the young lady, such as her having seen a man galloping on the road, who halted and informed her that he had left the parcel, announcing her mother's death.

On the 21st of the same month, a letter enclosed in an envelope was posted at the town in ——shire, informing the young lady that her mother was much better; but when the envelope was opened, the young lady produced another letter requiring her immediate presence to attend her mother's funeral.

The case excited great interest, and suspicion arose that a conspiracy existed, aided by some person in the service of this department, to carry off the young lady.

The papers on the subject were referred, in the first instance, to the Surveyor of the Home District; but he was unable to solve the mystery; and the Surveyor of the Western District, to whom the papers were subsequently sent, was equally unsuccessful. At length the Solicitor to the Post Office suggested that Mr. Christopher Hodgson, an officer attached to the Home District, who had displayed considerable skill in investigating matters of this nature, should be despatched to the school to make further enquiry. This was done, and on a full examination Mr. Hodgson reported it as his opinion that the whole proceedings were but a plot of a school girl to get home, as its contriver afterwards confessed to be the case.

APPENDIX (L.)

Circular to Surveyors.

Sir, General Post Office, 25th April 1855.

I am directed by the Postmaster General to re-issue, with some omissions and additions, the "Circular to Surveyors," dated February 1847.

1.—The Postmaster General being desirous of affording the public every possible facility for the receipt and dispatch of correspondence which is consistent with a due regard to the Revenue, and having carefully considered the means of effecting this important object, is of opinion that the success of his exertions will depend greatly on the zeal, activity, and intelligence of the Surveyors. On the earnest co-operation of these important officers his Lordship entirely relies, and with a view to their guidance he desires to explain the views which he takes of their duties and responsibilities.

2.—It appears to his Lordship, that it is the duty of the Surveyors, each in his own district, promptly to detect and remedy, or (if the authority of the Postmaster General be necessary) to suggest the means of remedying all defects in the Post Office system; to be constantly on the watch for the means of giving to the correspondence of the country increased celerity, regularity, and security, especially when this can be done without injury to the Revenue; and in short to do all that lies in their power, not only to remove the grounds of just complaint, but to anticipate the reasonable wants of the public.

3.—With a view to the accomplishment of these objects, his Lordship desires especially to impress upon you the importance of a constant attention to the following points:—

4.—The limits of the Free delivery of each Town should keep pace with the extension of buildings.

5.—The deliveries should follow the arrival of the Mails as promptly as possible; more especially the first delivery of the day, which should, when practicable, be completed before men of business leave home; say, before nine in the morning.

6.—Letters should be received at the Post Office to as late an hour as practicable, except when the dispatch of the Mails is so late

at night, or so early in the morning, that no public convenience will result therefrom.

7.—Similar advantages should be extended, as far as practicable, to each subordinate place, and with this view, the bag belonging to such place should be dispatched from the Post Town as early and brought back as late as conveniently may be.

8.—The regulation which requires every Postmaster to keep a constant supply of Postage Stamps should be strictly enforced.

9.—The posting of Letters should never be interrupted by the temporary closing of the letter-box for the dispatch of a particular Mail.

10.—The number of Town deliveries and of Town Receiving Houses should be adjusted from time to time, to the growing necessities of the public; so also should the frequency of communication between the Town and Country Offices, and the number of such Country Offices as well as to the number of other Rural Posts and of Money Order Offices.

11.—Care should be taken that the public is not subjected to any unnecessary delay or exposure to weather when applying personally at the Post Office.

12.—The Department should be prepared to employ any new railway (if expedient to employ it at all) immediately on its opening.

13.—Every important Office should be visited, as frequently as convenient, in order that it may be seen that the Postmaster exercises an efficient control; that he carefully follows his instructions, and that his duties and those of his subordinates are well performed. Any inefficiency or neglect being duly reported for the information of the Postmaster General.

14.—On these occasional visits, some of which, at least, should be without notice, you should, as far as practicable, check the receipt of Town Letters, and of all Fees which are carried to the Revenue.

15.—Any unusual or unauthorized Fees taken within your district should be reported for the information of the Postmaster General.

16.—Every effort should be made to reduce the expenditure in your district, whenever it can be done without impairing the efficiency of the service.

17.—As regards the important question of responsibility, the Postmaster General is of opinion that the position of the Surveyor, while it clearly entitles him to the merit of success, as far as the general management within his district is economical and efficient, also necessarily throws upon him the responsibility of all defects which may be suffered to remain. The Postmaster General is also of opinion, that the Surveyor should, in turn, hold each Postmaster responsible for the economical and efficient management of his particular office. Remembering too, that the several Postmasters are now entrusted with the appointment of their Clerks, the Surveyor will hold them chargeable with any deficiencies on the part of such subordinates; and in order to make this duty felt, the Surveyor will, in his communications with the Clerks, avoid, as far as possible, every thing which may interfere with the authority of the Postmaster.

18.—The Surveyor will invite the several Postmasters to report any incompetent persons in their employment; and on the receipt of such report, if the interest of the service require it, consider it his duty to recommend the removal of such subordinate. He will likewise report the incompetency of any Postmaster in his district, and if the incompetency is such that the interests of the service require it, will in like manner recommend his removal.

19.—One important evidence of good management, whether in a particular Post Town, or in the district at large, will be the absence of well-founded complaints on the part of the public.

I am, sir, &c.

ROWLAND HILL.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

87

REPORT

OF THE

COMMITTEE APPOINTED TO INQUIRE INTO THE APPROPRIATION OF THE

SITE OF SMITHFIELD,

AND THE

ESTABLISHMENT OF A NEW METROPOLITAN MEAT MARKET.

Presented to both Houses of Parliament, 10th July 1856.

LONDON:
PRINTED BY GEORGE E. EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

115]

CONTENTS.

1. Report. Page

Questions referred to the Committee - v
Inquiries by former Committees - v
Range of the present Inquiry - v
Description of Smithfield - vi
Proposal of the City in 1850 - vi
City Plans for the erection of a Meat Market in Smithfield - vii
Inadequacy of the space and accommodation afforded by these plans - viii
Recommendation of House of Commons Committee in 1849, that Smithfield should be retained as an open space - ix
Its importance to health, and to the treatment of the patients in St. Bartholomew's Hospital - ix
Opinion that the space should remain open and be adapted for the recreation of the public - x
Hay Market may be removed - x
Trade and Prospects of Leadenhall Market - x
Inadequacy of Newgate Market - xi
Inconvenience of approach, and obstruction to the neighbouring thoroughfares - xi
Large increase of its supplies - xi
Expediency of a plurality of markets considered - xii
Advantages of one great Central Market - xii
Failure of attempts to establish markets - xii
Opinion that one single market should be provided, and that it should be central - xiii
Objections to removal of the Market to Copenhagen Fields - xiii
Difficulty in recommending a site for the new Central Market - xiv
Evidence taken upon this subject and plans suggested - xiv
Probability that a decision with respect to Smithfield will lead to proposals acceptable to the trade - xv
Sanitary considerations - xv
A well-regulated Meat Market not detrimental to health - xv
Smithfield should be kept open and a new Metropolitan Market established in a central position - xvi

2. Evidence.—List of Witnesses.

Deputation from the Markets Improvement Committee of the City of London - 1
Mr. H. L. Taylor, Chairman.
Mr. Deputy Obbard.
Mr. T. H. Hall.
Mr. Deputy Hicks.
Mr. De Jersey.
Mr. Tyrrell (the City Remembrancer).
Mr. Pearson (the City Solicitor).
Mr. Bunning (the City Architect).

Mr. John Hargreave Stevens - 17
Mr. James Holmes - 26
Mr. Thomas Knight - 30
Mr. William Eve - 32
Mr. Thomas Evans - 34

Page

Deputation from a public meeting of traders and consumers - - 36
Alderman Sir James Duke, Bart., M.P.
Rev. James Jackson, M.A.
Mr. Ross.
Mr. Phillips.
Mr. Lardner.
Mr. Edgington.
Mr. Butcher.
Mr. Bentley.

Mr. William Jee Prentice - - - - - - - 50

Deputation from the salesmen of Newgate Market - - - 62
Mr Venables.
Mr. Bonser.
Mr. Butler.
Mr. Firmin.
Mr. King.
Mr. Potter.
Mr. Taylor.
Mr. Pearce (Solicitor).

Mr. W. Shank - - - - - - - 80

Deputation from St. Bartholomew's Hospital - - - - 83
William F. White, Esq., Treasurer.
George Burrows, Esq., M.D.
William Lawrence, Esq., Surgeon.
Edward Stanley, Esq., Surgeon.
Charles N. Wilde, Esq., Solicitor.
Philip Hardwick, Esq., Architect.

John Simon, Esq. - - - - - - - - 100

Deputation from St. Mary, Islington - - - - - 104
Mr. M. T. Hooker.
Mr. F. D. Edwards.
Mr. G. S. Williams.
Mr. W. Geeves.
Mr. G. Atwell.
Mr. R. Madgin.
Mr. J. Laxton.

Mr. Edward J. Davis, and Mr. J. Circuit - - - - 106

Mr. R. Allen - - - - - - - - - 113

Mr. Charles Davis, and Mr. Alfred Redman - - - - 115

Mr. Alfred Lancefield - - - - - - - 120

Mr. George Brooke - - - - - - - 127

Mr. John Haile - - - - - - - 132

Committee to present Memorial from the Inhabitants of Clerkenwell - - 133

REPORT.

To the Lords Commissioners of Her Majesty's Treasury:

My Lords,

We have the honour to report the proceedings we have taken, and the conclusions at which we have arrived, upon the questions referred to us, namely:

1. What is the best appropriation of so much of the site of Smithfield as reverts to the Crown, for the general advantage of the metropolis?

2. Whether it is expedient that a new metropolitan dead-meat market should be established in lieu of Newgate and Leadenhall Markets.

3. If expedient, what would be the best site for such a Market?

On referring to the previous inquiries by Committees of the House of Commons, and by the Royal Commission appointed in 1849, on the subject of the meat markets of the metropolis, we find a large amount of information bearing upon the matters submitted to us, and to that extent our inquiry has been facilitated, and the points limited upon which it was necessary that we should hear evidence.

In pursuing the inquiry committed to us, we have endeavoured to ascertain the opinion of those classes who are peculiarly interested in the questions referred to us, either as residents in the neighbourhood, or as frequenting the cattle and meat markets to buy or sell.

The land of which we have to consider the appropriation consists of about 4½ acres in the centre of the metro-

polis. It has always been an open space, and was used in the earliest times as a place of recreation for the citizens of London, as well as for a market for cattle, hay, straw, and other provisions. Although its ancient limits are not well defined, we may assume, in the absence of any proof to the contrary, that the site now called West Smithfield, on which the cattle market was held for very many years, forms part of that field which was granted, in the year 1638, by King Charles the First to the Corporation of the City of London for the purpose of holding fairs and markets. The purpose for which the land was granted having ceased, and the Corporation having removed the cattle market in accordance with the provisions of the Act of 1850, it becomes necessary to decide whether the land should revert to its previous uses, or whether some new and better appropriation of it can be made.

In 1850, when the removal of the cattle market was still under discussion, the Markets Improvement Committee of the Corporation of the City of London proposed that 1 acre should be taken from Smithfield and added to a space on the north-west, of $7\frac{1}{4}$ acres, which was to have been cleared of houses, and that those $8\frac{1}{4}$ acres should be used for a cattle market; while a space of $3\frac{3}{4}$ acres, which was to form part of the east frontage of the proposed Victoria-street, should be set apart for a meat market; and the remaining portion of Smithfield, between St. Bartholomew's Hospital and Smithfield Bars, would, by this plan, have been appropriated to the hay market, to public baths and wash-houses, and to a fountain.

As we were informed that the Markets' Improvement Committee had under consideration other plans, which they conceived to be suitable to present circumstances, we entered into communication with them, and obtained a full and detailed explanation of their views.

They are of opinion that the open space to which the Crown lays claim (a claim, however, which they dispute) ought to be covered over by buildings erected to receive the business of Newgate Market, and they think this a proper opportunity for removing the meat market.

They produced three plans, prepared by the City Architect, Mr. Bunning; one for the erection of a meat market on the site claimed by the Crown, without any enlargement or alteration of its boundary, and with a slight diversion of the roads which now cross it. The building thus provided for the transaction of the business at present carried on in Newgate Market, would contain 114 shops, of about 14 feet by 13 feet, and would cover a total area of 53,000 superficial feet. It would be separated from the surrounding houses by a road measuring 50 feet across at the narrowest part; and a space would be reserved at the north-west corner as standing-room for carts.

Our first inquiry was directed to ascertain whether the proposed building would be large enough to accommodate the trade which is intended to be transferred, and also to provide for the increase which may be expected as the metropolitan trade in meat is developed.

The area occupied for the sale of meat in and about Newgate Market has been variously estimated. Mr. Deputy Hicks stated it to be about 160,000 superficial feet.

The City Architect informed us that he had calculated it at about 100,000 superficial feet, including the stalls and shops in which meat is sold, but excluding the slaughter-houses, which for want of room in the shops are often filled with meat for sale, and also excluding the passages traversed by carts, and the inclosed spaces.

Mr. Haile furnished us with another estimate, in which he included all the premises used by the salesmen for their business, and by which he arrives at an area of 140,500 superficial feet.

Mr. Venables, who gave evidence as one of the deputation from the Association of Meat Salesmen, informed us that the inconvenience arising from the want of space, and from the restricted access to Newgate Market, is so severely felt as to reconcile the salesmen to a removal, and he considered that the new market ought to provide three or four times the extent of accommodation at present

supplied; and when we advert to the tendency which is manifested towards the concentration of the meat market into one spot, and to the rapid and continued increase of the importation of meat by railway, we cannot resist the conclusion that a new market not much larger than the existing one, and not situated so as to allow of extension, must produce the greatest disappointment.

As, therefore, the present site of Smithfield, which is claimed by the Crown, is too small for the erection of a market-building of more than one-third, or one-half, of the extent of the buildings now occupied in and about Newgate Market, it is impossible that the whole business should be transferred to such a building; and it could not become a substitute for the existing market, even if it should become an appendage to it.

The other two plans prepared by the City Architect, and laid before us, involved an addition to the site we have been considering, of a portion of land between King-street and Hosier-lane, now covered with houses, of which the more important portion belongs to St. Bartholomew's Hospital; but as this addition would only increase the size of the market-building to the extent of 69,500 superficial feet according to one plan, and of 100,000 superficial feet according to the other, the objection of want of space is not removed.

The portion of land lying between Long-lane and the houses abutting on Charter House-lane, which has been purchased by the Corporation at different times since 1833, amounting to about one acre and a half, and which was used for penning sheep previous to the removal of the live market, was not proposed by the Markets Improvement Committee to be added to the original part of Smithfield, for the enlargement of the site of their proposed meat market. Its situation is considered too remote, as it touches Smithfield at only one of its corners; and it is contended, by those practically acquainted with the trade, and is generally admitted, that the market for the sale of meat must be conducted in a single building, and not in detached and separate buildings. This piece of ground

could not therefore be advantageously employed for the design entertained by the Markets Improvement Committee.

Other objections have been urged to the appropriation of Smithfield for a central metropolitan meat market, but as the want of space is a paramount and decisive one, we proceed at once to consider in what other way it can be made subservient to the general benefit.

We advert to the recommendation of the Select Committee of the House of Commons, contained in the Report on Smithfield Market in 1849, in the following terms:—

"That it is the opinion of this Committee that there has been great benefit to the health of the neighbouring inhabitants from the presence of a large open space, such as Smithfield, in the midst of a densely populated district; the Committee therefore trusts that in any contemplated alterations, the greater portion of the present open space may be retained."

The importance to health of preserving the open spaces which exist in the metropolis is too universally admitted to require corroboration. The central position of Smithfield, and its close contiguity to one of the most important hospitals, in which between 80,000 and 90,000 patients are annually received, of whom 6,000 are actually treated within its wards, furnish a special reason against its being covered with buildings.

The leading physicians and surgeons of St. Bartholomew's Hospital urged upon us their anticipations of the injurious effects to arise from Smithfield ceasing to be an open space. They apprehend that the cases of recovery after severe operations would be diminished, and that the ordinary term of convalescence would be protracted. The sincerity of these convictions is proved by the fact that the Governors of the hospital have not hesitated to sacrifice property to the amount of 1,100*l.* a-year in pulling down houses which stood between it and Smithfield, and intercepted the free access of air.

If Smithfield is to remain open, it should be accessible to the public. The squares of London are shut against

all but certain privileged persons; and a resident near Smithfield can hardly quit the pavement at a shorter distance than the Regent's Park, which is above two miles from Smithfield.

The hay market may be removed without any serious difficulty; it may be transferred to the cattle market at Islington, if the markets for hay at Whitechapel and Cumberland Market will not suffice.

Though it would not be desirable to lay out Smithfield as a garden, yet as an open space surrounded with trees it would be greatly resorted to for healthful recreation by the class of persons who reside in its neighbourhood. Various suggestions have been made for its appropriation, and among others, that a portion should be employed as an exercise ground for gymnastic and athletic games, such as is provided at Primrose Hill, but we have not felt it our duty to consider in detail the best manner of laying out the site as a recreation ground.

The intersection of the ground by two important thoroughfares, and the irregularity of its outline, may be considered to present some difficulty in the adaptation of the whole as a place of recreation, but if this objection cannot be surmounted, still it will not affect the employment of the largest part of the site, viz., that between St. Bartholomew's Hospital and the road that joins Long-lane to King-street; and the remainder, which would be separated from the recreation ground, might be otherwise employed for the benefit of the public.

We are therefore of opinion that the best appropriation, for the general benefit, of so much of the site of Smithfield as reverts to the Crown, would be to adapt it for the enjoyment and recreation of the public.

We have also considered the question secondly proposed to us, namely, Whether it is expedient that a new metropolitan market for the sale of dead meat should be established in lieu of Newgate and Leadenhall Markets.

With regard to Leadenhall Market, it may be sufficient to say that the business of this market, as compared with

Newgate, is of a very inferior character. That portion of its space appropriated to the sale of meat is computed at half an acre, and it is attended regularly by about twenty salesmen.

During the last twenty years the meat trade at Leadenhall has been, at least, stationary, if not on the decline. One well-informed witness, indeed, stated that space which was formerly occupied is now untenanted; and the probability is that, if a central market were established in a convenient site, Leadenhall would be almost, if not wholly, abandoned.

No difference of opinion exists as to the inadequacy of the accommodation afforded by Newgate Market, which is the great resort of the trade; practically, indeed, a large proportion of the business is transacted on premises in the adjoining streets of Warwick-lane and Newgate-street. The market itself is entered and quitted by a single road through which only one carriage can pass at a time; the consequences are, great delay, confusion, and inconvenience. The exterior approaches are also blocked up by vehicles of every description, from heavy railway vans to light carts engaged in the conveyance of meat, though from the early hour at which the principal traffic of the market takes place, the public inconvenience from the obstruction of the thoroughfares is much diminished.

The establishment of communication by means of railways and steam-boats between the metropolis and every part of the United Kingdom, has essentially altered the character of the meat market. While the increased supply of live cattle has hardly been in proportion to the progress of the population, the trade in meat has acquired a remarkable impulse.

Enormous quantities of meat are now daily supplied from Scotland, as well as from different parts of England, and, except in unfavourable weather, the preference is given to the country meat over that which is slaughtered in London. All the salesmen who have given evidence before us concur in the opinion that the trade in

country meat will continue to increase, and that from this source the demands of the metropolis will henceforth principally be supplied.

Considering the great and growing extent of the metropolis in connexion with the facts above stated, we directed our inquiry to the expediency of making provision for a plurality of markets. On a first view of the subject it seemed probable that several districts of the metropolis would afford ample demand for several markets, and that the public interest would be best consulted by such an arrangement. But we were otherwise informed by those who are most conversant with the subject. The great advantage of one central market was represented to us in the strongest terms by almost every witness competent to give an opinion on this point. The trade in meat is conducted through the medium of commission salesmen, by whom we were assured that it would be impracticable to ascertain the proportion between the supply and the demand, except in a single central market. Competition alone can rule the price of an article of prime necessity; and competition is most effectually attained in one market. The different classes of consumers can also be more readily supplied with what they require, where the choice is most abundant; and the humbler classes especially have more facilities for obtaining wholesome, though inferior, meat in a great market than in one of limited extent. The experiment of establishing markets in different parts of the metropolis has been frequently tried. A great number of small markets which existed in London some years ago have been entirely closed. The few which still remain open, Whitechapel, Clare, and Portland and other Markets, are in a languishing state, and the trade shows a decided determination to a single central market. The most remarkable proof of this is to be found in the fact that St. George's Market, south of the river, the district from which, as we are informed, by far the largest proportion of the demand for meat arises, has been of late almost abandoned.

For these, and other reasons which have been stated to us, we are, on the whole, satisfied that it is desirable to provide a single market for the metropolis.

We have then to consider the third question referred to us, viz.: What would be the best site for such a market? The recent establishment of the metropolitan cattle-market; the intention of the Act of Parliament; the admitted convenience of having the cattle and meat markets contiguous to each other, together with the ample space and convenience of access, naturally suggested Copenhagen Fields as the most appropriate site for this purpose; and it is not without reluctance that we have come to a conclusion adverse to this plan. But if it is conceded that there should be only one metropolitan meat market, it is essential that the position of such a market should be central, and if possible, adjacent to the locality which furnishes the greatest demand. The metropolitan cattle-market satisfies neither of these conditions. Its situation, far from being central, is rather suburban, and is far removed from the principal source of demand; which, according to the concurrent testimony of the trade, lies at the opposite part of the metropolis. The establishment of the cattle-market at Copenhagen Fields, is not sufficient to counterbalance these disadvantages.

Practically the cattle-market is only on Monday, although some business is done on Friday, which the salesmen call a bye-day; and it would not therefore be worth while for the trade to transfer their business to a situation otherwise inconvenient, merely for the sake of proximity to the cattle-market on one day in the week. Nothing short, indeed, of an Act of Parliament absolutely prohibiting every other market in the metropolis, could force the trade to Copenhagen Fields; and we are far from satisfied that even such an arbitrary enactment would have that effect. We are assured by the salesmen that the probable result would be the development of the wholesale trade, and the abandonment of the market as the place of consignment for country stock and general

resort of the trade, We are persuaded that the public interest would not be consulted by a change of this description.

But though we have come to the conclusion that Newgate Market does not afford adequate accommodation, and that Copenhagen Fields, though well adapted, as far as space and facility of access are concerned, to the purposes of the trade, does not in other respects present a convenient locality, we find great difficulty in recommending a site for a new central market.

We have already intimated an opinion, founded on reasons which we have stated, that it should not be far removed from the locality where the business is at this time principally carried on; and we have stated the objections to the appropriation of the open area of Smithfield, the only available space now existing within the limits which we have suggested, for the erection of a new market. Considering the present extent of the meat trade and its rapid increase, the space required can only be obtained by clearing ground at present covered with buildings.

We have already referred to several plans which were submitted to us by the Markets' Improvement Committee of the Corporation of London. Another plan, also including the open space of Smithfield, was laid before us by Mr. Hargreave Stevens, the District Surveyor of the West-end Division of the City, and connected also with the Metropolitan Railway Company, who have obtained the sanction of Parliament for connecting the Great Western, the Great Northern, and the North Western Railways, with the Post-office. A body of gentlemen representing a Public Meeting of Traders and Consumers, held at the London Coffee-house, Ludgate-hill, to consider the best site for the formation of a Metropolitan Market, also produced plans and calculations for a new market at Smithfield. The possibility of enlarging Newgate Market, by removing the gaol and the courts of law, has also been suggested. But none of the plans laid before us were

sufficiently matured for definite consideration. On the whole, then, the conclusion which we are prepared to submit is of a negative character. But if our recommendation with regard to the appropriation of the vacant space of Smithfield is adopted, we think it probable that the great and increasing pressure upon the existing market will, at no distant period, lead to a proposal acceptable to the trade, and beneficial to the public, while any attempt to force the business to a locality unsuitable for the purpose, would only have the effect of dispersing it through other channels.

In coming to a conclusion that it is desirable to establish the meat market in a central position, we have not lost sight of the question as affected by sanitary considerations. On this branch of the inquiry we were assisted by a Deputation from St. Bartholomew's Hospital, comprising four of the principal medical officers of that great establishment. We have already adverted to that part of the evidence of these gentlemen which applied to the expediency of maintaining the site of the former cattle market at Smithfield as an open space; but we were desirous, further, to collect the opinion of the deputation as to the effect, in a sanitary point of view, of the presence of a meat market in the centre of London. But although these eminent medical authorities were strongly adverse to the near proximity of a meat market, as retarding the progress towards recovery of patients in an hospital, they did not satisfy us, nor, indeed, did we understand them to maintain, that a well-regulated meat market would be detrimental to the general health of the surrounding neighbourhood. On the contrary, subject to the regulations for securing cleanliness and order which would certainly be observed, we think that a spacious market would be a desirable substitute for the crowded streets and squalid buildings the site of which it would probably occupy. We are confirmed in this opinion by that of Mr. Simon, the able and experienced Medical Officer of the Board of Health, and previously the Officer of Health to the City of London.

On the whole, then, we are of opinion that the existing site of Smithfield should be kept free from buildings; that a new metropolitan market for the sale of meat should be established, and that such market should be placed in a central position.

We have the honour to remain your Lordships' faithful servants,

(Signed) William Cowper,
W. Massey,
H. Brand.

Whitehall, 3rd July 1856.

MINUTES OF EVIDENCE

TAKEN BEFORE

The Committee appointed to inquire into the Appropriation of the Site of Smithfield and the Establishment of a new Metropolitan Meat Market.

Thursday, 28th February 1856.

PRESENT:

Right Hon. WILLIAM COWPER, M.P.
Hon. H. B. W. BRAND, M.P.
WM. N. MASSEY, Esq., M.P.

Right Hon. WM. COWPER, in the Chair.

The following Gentlemen, attending as a Deputation from the Markets Improvement Committee of the Corporation of London, were called in,—

Mr. H. L. Taylor, Chairman.
Mr. Deputy Obbard.
Mr. T. H. Hall.
Mr. Deputy Hicks.
Mr. De Jersey.
Mr. Graves.
Mr. Tyrrell (The City Remembrancer.)
Mr. Pearson (The City Solicitor).
Mr. Bunning (The City Architect).

(*Mr. Taylor.*) We wait upon this Committee in consequence of a notice which we have received requesting our attendance here this morning. By a letter which we have received from the Treasury, it appears that there are three questions which you are about to consider, and upon which you desire to know our opinion. The first is a very important one,—"What is the best appropriation of so much of the site of Smithfield as reverts to the Crown, for the general advantage of the Metropolis?" Now I may, at once state that we do not concur in the assertion that any portion of Smithfield reverts to the Crown, and we believe the Corporation will be prepared to substantiate their right in every respect to the entirety of Smithfield Market; but we do not wish to raise that question. Having had an interview lately with the Chancellor of the Exchequer upon the subject of a new meat market, we stated that we had no desire to raise the

question of the right either of the Corporation or of the Crown to Smithfield, but we rather desired to confer with Her Majesty's Government with a view to carrying out in Smithfield that which will best conduce to the interests of the entire Metropolis. As to this point, I may say that while we do not concur in the right of the Crown to it, I do not wish to go into the subject unless you desire it.

(*Chairman.*) On the contrary, the idea of the Government is, that that is a legal question which it would be rather a waste of time to enter upon or attempt to decide at the present moment, as probably no collision need occur between the Government and the City with regard to the right to that property. Without therefore, at present entering into the question of the legal right, we may at once proceed to consider what the City think would be the best step to take with regard to the site heretofore occupied by the market in Smithfield.

(*Mr. Taylor.*) That is a point which we shall be very happy to consult with you upon. A second question is, whether it is expedient that one metropolitan market for the sale of dead meat should be established in lieu of Newgate and Leadenhall Markets? And, thirdly, if expedient, what would be the best site of that market?—I think we should be only doing what is right to the Corporation by putting in this paper signed by the Remembrancer.

The same was read as follows:—

"Remembrancer's Office, Guildhall,

"Sir, 27th February 1856.

"I am directed by the Markets Improvement Committee of the Corporation of London to acknowledge the receipt of your letter of the 23d instant respecting the site of Smithfield Market.

"The Committee are happy to find that the Lords Commissioners of Her Majesty's Treasury are taking steps to consider the plan for a metropolitan dead-meat market, proposed by the Committee; but they regret to find that the claim of the Crown to the site of Smithfield Market has been made part of the question.

"The deputation of the Committee who had the honour to confer with the Chancellor of the Exchequer upon a plan for a dead-meat market upon the site of Smithfield Market expressly stated, at their first interview, that, if necessary, the title of the Corporation of London to the site of Smithfield Market could be clearly established; but that, without entering into that question, or the letter received from Mr. Arbuthnot, on the 29th day of August last, the Committee considered it advisable to lay the plan before Her Majesty's Government for their approval and support in Parliament, if consented to by the Corporation, believing that the site of Smithfield Market is the best and most economical site for a dead-meat market for the metropolis.

"The tolls required for a new dead-meat market must necessarily in a great degree depend upon the cost of its construction and other contingent expenses; and it is obvious that if, instead

of using the site of Smithfield Market, a site now covered with houses is purchased for that purpose, it will materially increase the cost of establishing a new meat market, and, consequently, the tolls to be paid by the public.

"I am, Sir,
"Your obedient Servant,
"E. TYRRELL,
"Remembrancer."

(*Mr. Taylor.*) I may state, Sir, that the Corporation have referred the question of a new meat market to the Markets Improvement Committee, and that they have the entire question before them. Any plans which we may lay before you to-day are merely those which have been prepared by the order of the Committee, in order to see what, in their judgment, would be the best appropriation of the site of the market. The Corporation, as a body, has not yet had those plans laid before it, consequently, nothing which we produce to-day must be considered as containing the propositions of the Corporation, but rather as suggestions of the Committee; so that we cannot be pledged to anything which we may lay before you. The plans were prepared in order to ascertain what was the opinion of the Committee as to the appropriation, and also with a view to be submitted to Her Majesty's Government, in order to ascertain their feelings as to the appropriation of the site; so that I wish it to be clearly understood that the Committee could not pledge the Corporation in any way. But supposing the gentlemen who have been appointed by Her Majesty's Government to consider this subject should concur in either of our suggestions, the Markets Improvement Committee would then be prepared fully to examine the subject in all its bearings, and would submit their views to the Corporation.

(*Chairman.*) Are we to understand from what you have just said, that the Corporation of London have come to a decision with regard to the necessity of a new market, though they have not come to a decision as regards the plans to be adopted for carrying that object into effect?—They are quite aware of the overcrowded state of Newgate Market, and I believe they are fully sensible that better accommodation ought to be afforded to the public in regard to the sale of meat in London. It is therefore a question which the Corporation have been looking at for some time; and I believe they would be prepared fully to consider the erection of a new market. They have, in fact, referred it to the Committee for examination and report.

Will you have the goodness to explain what steps were taken by the City in pursuance of the Act of the year 1851, to establish a dead-meat market in Copenhagen Fields?—The Committee have erected at the new cattle market a market for the sale of dead-meat. That market at present is shut up, inasmuch as only one

salesman commenced business there. He carried on the business for about two months, and has now retired from it, because he has not been followed by any other member of the trade; the trade feeling that the City, being the most central part of London, and where the dead-meat market had been carried on for centuries, is the most convenient place for the sale of dead meat. Consequently, the dead-meat market at Copenhagen Fields is at the present time a failure, and is closed.

What extent of accommodation was provided in the new market for the sale of dead meat?—More than sufficient for all the purposes required, and it was erected upon such a principle that it could have been extended to any size. We thought it advisable at first only to build a small portion of the meat-market, in order to test the opinion of the trade as to the probability of its being used.

And not more than one salesman appeared in that new market?—Only one, while there was room for 20. Had we erected, therefore, a very spacious meat market, it would have been an unnecessary outlay.

Besides this one salesman, did no other retail dealers in dead meat take up their abode in the new market?—None whatever.

(*Mr. Massey.*) Have you had any applications to provide further accommodation for the trade there?—No.

You found that it was not resorted to at all?—No. It was advertised, I may say, again and again, and every step taken to promote its use.

Can you give the name of the salesman who established himself there?—Mr. Prentice.

(*Chairman.*) In the discussions which have taken place upon this question, it seems to have been generally admitted that it would be a convenience to the butchers, and to all persons engaged in the trade, that the dead-meat market should be in close contiguity to the live market. So that it might have been expected before hand, that when the live-meat market was moved, the dead-meat market would have followed it, particularly as I understand from you there is plenty of accommodation there. Will you, therefore, give us your opinion what you think was the cause of the dead-meat market not following the live-meat market?—We have upon our deputation one of the largest salesmen in Newgate Market; and, as he is practically acquainted with the subject, it would be as well, perhaps, that Mr. Deputy Hicks should answer your question.

(*Mr. Deputy Hicks.*) There can be no doubt that it is most desirable for the two markets to be as near together as possible, and the change of removing the live market has greatly deranged our business in the meat market. On Monday and Friday, instead of our business being over at the usual time of day, it now lasts till three or four in the afternoon. The

position of Copenhagen Fields for a dead-meat market is much too far north. I need not state to gentlemen present that the centre of a circle is nearest to all points, and the largest number of buyers who attend daily for dead meat come from parts lying to the south. If Newgate Market were removed to Copenhagen Fields, I have no hesitation in stating my opinion that at least one half of the trade would be dispersed to other parts of town; that is, supposing it to be moved compulsorily there. I should not go. I would take premises in Newport Market, or even at Hungerford, because I know where the buyers come from. While they, on the one hand, look to where the largest quantity of meat is to be found, we look to where the largest quantity of buyers are collected together, and a vast number come from Surrey. The market is held daily. The chief market for live and dead stock is on Monday; and I am quite satisfied that Copenhagen Fields will will never make a dead-meat market. I am equally satisfied that there is no site in the metropolis for a dead market equal to Smithfield. I have been for fifty years engaged in the business of all the markets, live and dead; and I am quite conversant with the opinion of every butcher in the metropolis, and for twenty miles round.

Are you a salesman?—I am.

Would there be any inconvenience to the salesmen if they were to move from where they at present sell, to the new market in Copenhagen Fields; I refer to personal inconvenience, without reference at the present moment to whether the buyers would come to them or not?—The inconvenience would be this. The cattle market is practically only on one day a week. We consider Friday a kind of by-day; therefore, to remove our entire business to a place which would only be attended on Monday would be insanity. Yesterday, our market was as full of meat as on Monday; and if we had been at Copenhagen Fields we should have stood there with scarcely a buyer. Butchers will come a mile or two miles, many from Surrey, almost daily, though they may not want to buy. They come to see the state of the trade, as it enables them to arrange matters at home according to the appearance of the market. But at Copenhagen Fields, we should not have many of them more than once or twice a week.

May not we take it as an axiom that where the old-established salesmen are, there the buyers will come, and therefore, if the generality of the salesmen were to move to Copenhagen Fields, would not the buyers come there in order to get a good selection of articles to buy?—That cuts many ways. If the salesmen of Newgate Market went there, the salesmen of Leadenhall remaining, the latter place would be so infinitely more convenient that the trade would flow into that channel. At the present time I think I may say that Leadenhall does not transact a quarter, perhaps not an eighth part of the business which Newgate Market does; and many of the principal salesmen of Newgate Market are either freeholders or leaseholders of their houses.

The property of the Corporation in Newgate Market does not comprise accommodation for one eighth part of the business; it has so much extended; and I am one who think that it should be moved if possible into a site where it would be altogether out of such public thoroughfares as St. Paul's, Ludgate Hill, and Newgate Street. There can be no question as to the immense obstruction; and if you ask me why I prefer Smithfield, it is because it is in a central position, and there are a great number of streets leading to and from it in all directions.

I understand that the inconvenience which would arise to the salesmen if they were to remove from Newgate Market would be, that they would have to give up the houses which belong to them now, either in freehold or by leases?—That is only a small fraction of the inconvenience. If they went to Copenhagen Fields they would stand there day after day with supplies of meat without a buyer, because the distance would be so great that unless a man positively wanted the goods he would not go there. I repeatedly stop persons daily in my business and ask them "What are you looking for?" they say, "I want nothing," or they say, I only want so and so, naming some mere trifle, such as sweet-breads, or calf's head, and so on, being within half a mile they come for them; but we may induce those men to buy meat which they never thought of buying when they came. Our business, it must be remembered, is with a perishable commodity, and though it may be in fact as good to-morrow as it is to-day, yet what is left till the morrow will deteriorate from $\frac{1}{4}d.$ to $\frac{1}{2}d.$ per lb. in appearance, and therefore in saleable value; and that is an amount which will break any man who sends his meat to the dead market. My business consists in the sale of meat consigned from the country.

Supposing the meat buyers, who naturally, when Smithfield Market was contiguous to Newgate, went to Newgate to buy their meat, were hereafter to attend the dead-meat market in Copenhagen Fields, would there then be any objection on the part of the salesmen to the change?—From conversations I have had from time to time with most of the salesmen in Newgate Market I can speak of their determination that nothing will compel them to go there while they can find another position. I know six or seven men at the present time who are disposed to take premises and carry on their business there, not as a market, but as a place for selling meat, because they will be nearer to the great buyers.

The point upon which we wish information is, whether the whole subject turns upon the probability or improbability of the buyers coming to the dead market in Copenhagen Fields, or whether there is any other apprehension on the part of the salesmen; in other words, supposing you could be guaranteed that you would have plenty of buyers in Copenhagen Fields, would there then be any objection on the part of the salesmen to move there?—If the guarantee could be given that every buyer should some there who now comes to Newgate Market there might be no

objection upon one principle; but there is another objection which is fatal, and that is, the toll which the Government have sanctioned, and which the salesmen will never pay. I would never pay it, the toll alone would keep me away.

Will you explain to us what the amount of toll is?—2*d.* a cwt. Upon one man's meat sent to me yesterday the toll would have come to between 2*l.* and 3*l.*, and I know he will lose from 15*l.* to 20*l.* by the meat he sent yesterday, in consequence of the state of the market, therefore, as his agent, it is my duty to do for him what I think right.

That toll does not fall upon the salesman does it?—It falls upon the sender.

Are there no tolls in Newgate Market?—There is a nominal toll, but it is of so trifling a character that it amounts to nothing. I wish to be understood, that all that the Corporation should have in the shape of dues I would support them in demanding, and the trade are willing that it should be received; it is only a question how it should be done. Ishould not have named it, but I was asked the question about the salesmen going to Copenhagen Fields, could they be guaranteed buyers. The point is, that the market in fact will be only on one day a week. There may not be one butcher on other days to 20 or 30 or 50 on Monday, therefore, except Mondays, salesmen would be standing there with scarcely a person except men who positively wanted meat. Our market is held every day; some days the trade is quite as heavy, or even heavier, onTuesday or Wednesday than Saturday. With the dead-meat trade generally, Friday is the heaviest day of all. I am quite satisfied that the dead-meat market never could be taken to Copenhagen Fields to answer; places would spring up in all localities to which the buyers would go, because they would suit their convenience better. It may be a true principle generally, that where the carrion is there the crows will come, yet it cuts both ways; at times we are more solicitous to find buyers than the buyers are to find the sellers.

(*Mr. Taylor.*) Upon this question of tolls, it must be understood that the opinion given by Mr. Deputy Hicks is quite an isolated opinion. The Committee do not concur in his objection; and as we also state, if the new market be erected on the site of Smithfield, one of the elements in the erection of such a market would be that the precise principle should be carried out there which is contained in the regulations for Copenhagen Fields Market. Of course, if the charge for the business done is received in one way, it would not be exacted in another, and instead of payment as rent only to reimburse the outlay, the Committee have charged, and the Government have sanctioned, an equitable toll of $\frac{1}{4}d.$ per stone. That is the principle which Mr. Deputy Hicks objects to.

(*Mr. Massey.*) Is there no toll upon dead meat sold at Newgate?

(*Mr. Taylor.*) Yes; and it is the ancient mode in which the Corporation have been reimbursed for the accommodation they provide.

(*Mr. Brand.*) What is the rate of toll?

(*Mr. City Solicitor.*) 6*d.* per ped. The present market is so crowded that it is impossible to collect the toll, and, therefore, we have substituted rent for toll.

(*Mr. Hall.*) It may be right to represent that we have always had great doubts as to whether the market for dead meat will answer at Copenhagen Fields. When Lord Palmerston was Home Secretary he pressed upon us the putting a large market there. We asked his permission not to put too large a one till it was ascertained that it would answer. We have space which will make any kind of market; but the question really comes to this,—Is it worth while, with the evidence we have before us, to try to establish a market which we believe will be unsuccessful, when there is many a better spot on which to put it?

Chairman.) I suppose you would not consider that the experiment has been fairly tried as to whether buyers will come to a dead-meat market in Copenhagen Fields, because hitherto there have been no sellers there? I suppose, in order to try the experiment fairly, there should be sellers to whom the buyers might come?—I believe really you would have young men, or men connected with the trade, who would say, "Our chances are that we shall beat that market;" and they would establish themselves in positions that would make that market an utter failure. Nothing you could do would prevent their beating the market; they would establish themselves for the purpose of doing it. Then what chance have we of a successful issue, if the very men who have to do with the trade have made up their minds that they will not let it be successful?

(*To Mr. Deputy Hicks.*) I understand you to say that you entirely object to move from Newgate Market to Copenhagen Fields. Would the same objection exist in your mind to move to any other place; say, for example, Smithfield?—I should have no objection to that. I should be very glad to do it.

You said that your objections to go to Copenhagen Fields were, first, the fear of not having buyers; secondly, your dislike to give up a house which belongs to you; and, thirdly, your dislike to the tolls. The two latter apprehensions would exist in the case of Smithfield; since if a dead-meat market were established in Smithfield, there would be tolls, and also you must give up your present premises in Newgate Market, and take fresh premises in Smithfield?—I spoke of the salesmen generally when I mentioned the houses. My house is a matter of very small consequence. I shall be very glad to move the trade into Smithfield, because we carry on our business in Newgate Market at a great inconvenience. We have but one thoroughfare into the market for carts and waggons, and that is an entrance through

Warwick Lane from Newgate Street, in some parts only about nine or ten feet wide; and I have repeatedly had waggons and vans waiting in Newgate Street and the locality for two hours, unable to deliver the meat in time for sale.

Speaking of the salesmen in general, do you think they would feel much objection to give up their present premises in Newgate Market in order to move to Smithfield?—That is a question I cannot answer, because I have never conversed with them upon it. It may be rather a tender subject with them; but I believe I speak the opinion of the trade, both buyers and sellers, in saying that they would support a dead-meat market on the site of Smithfield.

The salesmen in Newgate Market would be exposed to some disadvantage in giving up premises which they either hold by lease or by freehold if they had to move to Smithfield?—No doubt of it; but a large portion of the trade is done out of the market, in Warwick Lane and Newgate Street. I counted twelve or thirteen houses between Newgate and Ivy Lane, all converted into premises for carrying on the business of meat salesmen.

(*Mr. Hall.*) I think, after hearing Mr. Hicks, I may add this as the opinion of the Committee: There would be disadvantages in moving the market anywhere; but the difficulties would be much less in moving it to Smithfield than anywhere else. If that would not be successful, there is no place which would stand a chance.

(*Mr. Deputy Hicks.*) That is decidedly my opinion.

(*To Mr. Hall.*) Are you guided in your opinion by the apprehension that the buyers would come to Smithfield in greater numbers than they would come to any other place?—Quite so. The sellers would endeavour to tempt them; they would not allow them to go to a new place.

(*Mr. Taylor.*) If the salesmen went and established themselves in a convenient market in Smithfield, I believe there would be an increase of buyers rather than a diminution.

(*Mr. Deputy Hicks.*) With respect to Copenhagen Fields, Mr. Prentice, who is well known, took premises of the Corporation in that market, and he certainly did use every exertion to make it answer. He bought meat in Newgate Market and took it up there, but he frequently brought two thirds of it back again the next day to his shop in Newgate Market. Still he unquestionably used every exertion to get the new market to answer.

(*Mr. Massey.*) Do you think it desirable to have more than one dead-meat market in the metropolis?—I should prefer that only one should be formed, and so would all the trade. I have heard Leadenhall men and others say they should be very glad to have only one market in Smithfield.

Do you see any strong practical objections against the multiplication of dead-meat markets in the metropolis?—It would be better to have but one. There cannot be two opinions among practical men upon that subject.

(*Mr. Hall.*) There is a question which occurs upon that respecting compensation, which is a very serious question. The moment you ask them to move they will require compensation, even though it may be for their benefit. That must be looked at very seriously before the Corporation would venture into such a large undertaking.

There are two parties to the question, the public and the salesmen?—There are.

(*Mr. Deputy Hicks.*) The property in Leadenhall Market, I may say, does not belong to the Corporation entirely.

(*To Mr. Deputy Hicks.*) Suppose all the other markets in the metropolis were shut up, and no other market were allowed than the one in Copenhagen Fields, would not that tend to overcome your objections?—No; we should have plenty of buyers on Monday; but on other days we should not have half the number of buyers we have now. Many would not come more than twice a week, whereas they now come almost daily.

The metropolis must of course be supplied with meat every day. Would they not come, therefore, daily to buy?—They would buy to a larger extent on one day, and let it hang over to supply their customers for two or three days.

(*Mr. De Jersey.*) The necessities of the public require that there should be a daily market.

(*To Mr. Deputy Hicks.*) Supposing that by Act of Parliament all other markets could be closed, and there was only one market at Copenhagen Fields, do you suppose the retail dealers would rather abstain from buying and selling than go to this market in Copenhagen Fields?—I do not put it so. They would go to Copenhagen Fields on Monday; and, supposing it to be cold weather, they would buy nearly enough to last them to Thursday or Friday before they came again. Our supplies arrive from the country every day, and the buyers attend daily to make their purchases.

Are you right in assuming that the butchers who have to buy dead meat would not take the trouble to come to Copenhagen Fields on Tuesday, Wednesday, and Thursday, if they knew that a considerable quantity of meat had come there by railway of a description they required to buy?—I am satisfied they would not. The loss of time, the wear and tear of horse-flesh, and of their carts, in coming such an extra distance daily, would deter them.

You are now speaking of butchers who live somewhere near Newgate probably; but, if you take the range of London, there are many parts of the metropolis which are not more remote from Copenhagen Fields than from Newgate?—Certainly. But the

consumption north of Copenhagen Fields, as compared to the south, may be as one to five, or even one to eight. When I went into the question before Parliament I showed that there were only about sixteen buyers who attended Smithfield between Islington and St. Albans, whereas there were several hundreds who came from the southern suburbs, coming over Blackfriars Bridge. It was proved then, and it is true still, that one third of the supply of the cattle market goes, after being sold, over Blackfriars Bridge, for consumption; and we have by far the most numerous attendance of buyers of dead meat from the southern suburbs.

(*Mr. Brand.*) Is there no market for the sale of dead meat on the south of the river?—There is a market which has been established a great many years, but it is on its last legs. It is in the London Road; called St. George's Market. I have no hesitation in saying that if a compulsory market were established in Copenhagen Fields, St. George's Market would revive and become a prosperous market, though at the present moment it is quite a failure.

(*Mr. Massey.*) Within your experience the character of the supply of dead meat to the London market must have greatly altered. I mean, that the establishment of railways has completely altered the character of the trade, and an immense quantity of dead meat now comes into London from the country?—Thirty years ago we used to have immense supplies from this side of Oxford, from numerous places whence scarcely anything comes now. We now have it from a distance of 300 miles. Our greatest supply at the present moment is from Scotland, and a great deal from Ireland.

Is that a daily supply?—From Scotland, it is. Since business was over this morning I have received an immense supply of carcases of beef from Scotland, coming from Aberdeen, and I shall look most anxiously to-morrow for buyers for it.

I suppose, in summer, the supply from the country must be a daily supply?—The supply from the country in the summer diminishes very much. Last summer my business did not pay my expenses for three months together.

(*Mr. Brand.*) Could you state the present proportion of live meat and dead meat sold in London, taking the winter months?—I cannot state the amount at the moment; I think I once made the calculation that 1,000 bullocks bought in Smithfield were weekly killed in London and taken to the dead-meat market; that would be about one fifth of the supply of live cattle; and I think some weeks we have as much mutton dead in Newgate Market as they have in Smithfield alive.

(*Mr. Massey.*) You are of opinion that there is a great advantage in having the live and dead meat markets contiguous to each other?—There cannot be a doubt about that. There never was a greater mistake than the cattle market being moved; the public

are quite satisfied of that now. I have never yet met with any one, however violent a partizan for the removal, but regrets it.

(*Mr. Hall.*) I feel confident the Corporation would not like to purchase property in order to make the change, and that unless the space were not to cost them anything, they would be unwilling to undertake the market at all. They have had such painful experience with the new market at Islington, as to make them very cautious in undertaking anything of the kind again.

(*Chairman.*) What has been the result of the new market in Copenhagen Fields?—I believe it will be this,—to leave us the whole debt, with only an income sufficient to support its expenses, and not a penny to pay the interest. I heartily wish we had never touched it.

What amount had the Corporation to pay for the site of the new market in Copenhagen Fields?

(*Mr. Bunning.*) 65,000*l.*

(*Mr. De Jersey.*) Then there was some additional property purchased after that.

(*Mr. Hall.*) The outlay in consequence of providing a large space has been immense. Lord Palmerston wished us to buy even more than we have done.

(*Mr. Taylor.*) The space occupied by the new market is so large that the roads and the paving have cost between 40,000*l.* and 50,000*l.*, exclusive of the sewers.

(*To Mr. Hall.*) The Corporation are in possession, are they not, of a considerable amount of property in New Farringdon Street, which, as regards space, might probably afford room for a dead-meat market, if there were no other objections to that site?—The object of the Corporation there is, to make a new road to the north, in direct communication with Blackfriars Bridge; and there is no doubt that that thoroughfare hereafter will be an important main road north and south, but there is no convenient site for a market there and I do not think the Corporation would make one.

(*Mr. Massey.*) Are we to understand that you and your colleagues would not concur in recommending it?—I certainly should not. Smithfield is clear, and if that is not a fit position for a market, I know of none which would be fit. With respect to New Victoria Street, I may observe that on each side of the street there would be great declivities; and I have a strong opinion that a market should be as nearly flat as possible.

Would not it be a good plan, in forming a market, to have a basement story in which the declivity would exist, giving an even floor above for the market itself? That basement story might be a convenient place for putting away offal or other articles which have to be got rid of and stowed away, or it might be used as cellars, or in some other profitable manner. You would then get rid of the disadvantages of the declivity?—I have not gone into

it; but the view of the trade, I believe, is, that it is not a good site for a market.

(*Mr. Deputy Hicks.*) With respect to the term "offal," it should be understood that the buyers of offal come as early as the buyers of the best meat. Frequently, when I get to town, there may be four or five men waiting to buy sheep's heads and plucks, and such things. I have three or four hundred every morning sent to me from the country, and it would not do to have them in the basement or upstairs. I must have them all under my eye. The declivities in the site spoken of would be dangerous in the highest degree. We have porters who are bringing three or four hundredweight upon their backs; and if they had to go over them on a frosty morning, there would be numerous accidents. You must have the site as level as possible.

(*Mr. Taylor.*) Mr. Hall has very clearly stated the opinion of the Committee with respect to the site of Smithfield, being, after the most deliberate consideration of all the circumstances, the very best they could recommend to the Corporation for the erection of a new market. He has also shown, that although there is a portion of the land on the site of Victoria Street cleared, it must not be understood that that is mere vacant ground, because it has been cleared at an enormous expense, which must be repaid by some means or other. We have before us to day the plan of Victoria Street, which will show you that a great portion of the ground available there consists of mere narrow strips; for though, in looking at it now, it would appear as if there was a wide space, yet, taking the road out of it, it will be found that that is not the case.

(*Chairman.*) Perhaps you will now have the goodness to produce the various plans which you have prepared, first taking the plan which the Committee has proposed to adopt for occupying the site of Smithfield with a dead-meat market.

(*Mr. Taylor.*) We have three plans to which we have turned our attention, and which I beg to produce.

The same were laid before the Committee.

(*Mr. Taylor.*) The first plan before the Committee would have given 69,000 feet; that was not considered enough, and the object in the other plans was to give more space, and to make a thoroughfare through the market.

(*Mr. Bunning.*) This subsequent plan would give a space of about 100,000 feet; in this plan it is proposed to take off the houses which are built in Smithfield upon that dotted line.

As regards those houses, some of them belong to St. Bartholomew's Hospital, do not they?—They do.

Consequently one difficulty in your way would be, the treating with St. Bartholomew's Hospital?—We must obtain an Act of Parliament for that purpose,

Does the Committee think 100,000 feet is sufficient for all the equirements of a central meat market?—The calculation has been

made that it would require 100,000 feet, from taking the area now occupied by Newgate Market, and the surrounding houses, which are as it were occupied for the purposes of a market.

(*Mr. Hall.*) I do not think the Corporation would consent to buy additional property in Smithfield.

(*To Mr. Hicks.*) Do you consider that in Newgate Market there is as much space for the display of meat as is shewn on this plan?—I am satisfied that more space is actually occupied.

(*Mr. Taylor.*) What is meant by that I apprehend to be, that the market is not carried on exclusively within the space for it, but premises outside are occupied for the sale of meat other than the actual market.

(*Mr. De Jersey.*) I think the calculation Mr. Bunning made with respect to Newgate Market and all the subsidiary streets. showed a space of 60,000 or 70,000 feet.

(*Mr. Bunning.*) It is under 100,000.

Do you take into calculation in that space, the shops adjoining Newgate Market?—Yes, all the shops in which the sale of meat takes place at this moment. I took the space contained in all the houses in which meat is sold, taking off that space which is devoted to slaughtering.

(*To Mr. Bunning.*) You have calculated the area of all these shops and the market added together?—Yes; and it amounts to under 100,000 feet.

(*Mr. Obbard.*) That does not take in the streets which are occupied for the passage of carts.

(*Mr. Hicks.*) It is the fact in my opinion, that this block of houses bounded by Warwick Lane on the west, Newgate Street on the north, Ivy Lane on the east, and Paternoster Row on the south, is almost all used for the business of the market, and you will find that that is something like a square of 400 feet.

You think the space occupied by Newgate Market, and by the shops of salesmen in the neighbourhood, is more than 100,000 feet?—I am satisfied that it is. The architect has spoken of a distinction between slaughter-houses and shops, but the fact is slaughter-houses are used as shops in time of business. I have a slaughter-house on my own premises, but it is always filled with meat for sale, and my next-door neighbour kills sometimes 300 or 400 sheep a week, and the whole of the premises are occupied by meat during the time of business. Both the statements, however, go to shew this, that the whole of the site of Smithfield is required for the purposes of the market.

(*Mr. Bunning.*) In fact more than that.

(*Mr. Hall.*) I think the Corporation would never consent to buy more.

(*Mr. Massey.*) I understand it to be stated that the present site of Newgate Market is insufficient for the purposes of the trade,

and I also understand that the Corporation will not be advised to increase the available area in Smithfield by the Markets Improvement Committee?—I think the Markets Improvement Committee will come to a conclusion that the site of Smithfield at present is large enough, though there may be an individual or two who think it is not so.

(*Mr. Brand.*) Assuming the existing site of Smithfield to be taken for a dead-meat market, how many thousand feet would that give you?—53,000.

I understand Mr. Hicks to say, that 100,000 feet is not sufficient for the present trade?—(*Mr. Deputy Hicks.*) Certainly not.

(*Chairman to Mr. Bunning.*) Will you state, taking the plan as it now stands, what the breadth of the road is which will surround the proposed meat market?—At the narrowest point the width is fifty feet. At this point, opposite the hospital, it is about seventy feet, but at no point is it less than fifty feet.

Looking at plan No. 3, will you state what the width of the roads is on each side?—There is no road narrower than 50 feet.

(*Mr. Brand.*) Taking the plans now before us, which of them is there reason to suppose will be approved by the Corporation?—(*Mr. Hall.*) I think it would depend upon the estimate of the cost of the purchase, and the cost of covering, and the probability of a repayment, and also the method of raising the money.

Can you assure us that any one of the plans will be approved—I think the plan for taking Smithfield as it stands would be approved; I mean the occupation of the whole of the site for the purposes of a market.

Without the removal of any houses?—I do not speak of course of one or two houses; but with a slight improvement I think that plan is one upon which the Corporation might see a reasonable ground of being repaid their outlay.

You cannot assure us that either of the other plans would be approved?—I think the Corporation would hardly be able to adopt them; they have already gone so far for the public benefit that they dare not go further.

(*Mr. Obbard.*) I think the City would be determined to make a proper market in the site which might be fixed on, whatever the proper market may be.

(*Chairman to Mr. Bunning.*) What do you propose, upon this plan No. 3, the height of the building containing the market should be?—I should think the lower roof would be about twenty-five feet; the upper roof would be raised to a greater extent.

The lower roof would be upon two sides of the building?—Yes.

(*Mr. Brand.*) Do you make no provision for slaughtering cattle upon the spot?—(*Mr. Hall.*) No; none would be allowed; that would be one of the objects of removing the market, to get rid of the existing slaughterhouses.

(*Mr. Bunning.*) As long as people are allowed to slaughter in the alleys and cellars at the present market, they will never be willing to go elsewhere?—(*Mr. Hall.*) I do not think the Corporation would allow a single instance of a slaughterhouse.

(*To Mr. Hall.*) Does not the Corporation allow slaughtering at Newgate?—It cannot be helped; there is no other place. But once let the trade be removed, and there would be no inducement to take cattle there for the purpose; and I hope the Act of Parliament will stop it. But then the question of compensation will occur, and we must look to the various contingencies which would arise.

(*Mr. Taylor.*) I think, Sir, the Committee having been kind enough to see us this morning upon our plans, the Corporation would be guided and influenced in a considerable degree by your opinion, and that of the two honourable gentlemen associated with you, upon the question of the appropriation of Smithfield. And if you concur with the Committee that Smithfield should be appropriated, in the best form possible for the purposes of a new meat market, and that we should receive the assistance of the Government in regard to any means by which we might be reimbursed the outlay made by us, I think the Corporation would take up the matter with a very earnest desire, in the best possible manner, and in every respect, to meet the convenience of the public at large.

Will you also have the goodness to produce the plans which have been made having reference to New Victoria Street?

The plans were produced and explained by Mr. Bunning.

Do you think an oblong shape would be a bad one for a market—a long slip of ground?—I think it would. This is not convenient ground upon which to erect a market, because it is not upon a level.

(*Mr. Deputy Hicks.*) The more square you can have the market the better.

(*To Mr. Bunning.*) I understand you that the property of the City extends from Victoria Street to that red line. Does it extend beyond that red line?—The whole of this is now the property of the City under an Act of Parliament.

(*Mr. Hall.*) This plan was made, I think, when there was an idea of raising Holborn Hill.

(*Mr. Bunning.*) I was ordered to report upon a plan for raising Holborn Hill: and then I suggested this improvement in connexion with this street, and also the erection of a dead-meat market and a poultry market opposite.

(*Mr. Brand to Mr. Bunning.*) What area did you give in this dead-meat market?—I think about 60,000.

(*Chairman.*) If it were necessary that the dead-meat market should be of a square form you could not find space here; but, supposing it might be of a long and narrow shape, then I appre-

hend space is to be found on ground belonging to the City?—I think you would not able to obtain a parallelogram. It would be a very awkward shape.

(*Mr. Deputy Hicks.*) The ground rising as this does would be a very unfit site for a meat market.

(*Mr. Taylor.*) Our desire has been to endeavour to arrange with the Government for the general advantage, wishing only in anything we did to see our way clear—that we should not lay out a large sum of money without any probability of obtaining a return for it. One of the elements in the consideration of the question, I may state, would be, that we should receive the support of the Government in charging an equitable toll. Whether it were in the form of a toll or a larger rental would amount to the same thing, but those who do business there ought to pay a reasonable amount. We should be quite willing to engage to render an account showing the outlay, and the amount of the receipts, and from time to time to reduce the tolls as we might be enabled.

The Deputation withdrew.

Adjourned.

Friday, 7th March 1856.

PRESENT:

The Rt. Hon. W. Cowper, M.P. in the Chair.
The Hon. H. B. W. Brand, M.P.
W. N. Massey, Esq., M.P.

John Hargreave Stevens, Esq. examined.

1. (*Chairman.*) You are the district surveyor for the west end division of the City?—I am; that is, the whole of the part of the City within which the present market is situated.

2. Have you turned your attention to the subject of the proper facility to be afforded for a dead-meat market in London?—I have had occasion to do so in consequence of my connexion with several rather large schemes which have been before the public of recent years. In 1851 I was employed, in connexion with Mr. Pearson, in the preparation of plans for what is known as the City Railway Terminus, and at that time I had occasion to procure a great deal of information as to the general nature and extent of the metropolitan traffic. The object of the inquiry made at that time was principally to ascertain what was the cause which led to the great obstruction of the streets in the neighbourhood of the City.

3. Are you strongly of opinion that the meat market should be removed from its present position in the neighbourhood of Newgate Street?—Yes; I prepared a plan yesterday in reference to this subject, which I will beg to submit to the Committee. This (*producing the same*) is a common Post Office map, and upon that I have laid down several matters which I think bear in some measure upon the subject of Smithfield. I made various inquiries some time since in connexion with Mr. Pearson's scheme, and more recently in connexion with the Metropolitan Railway, which probably the Committee is aware has obtained several Acts, and is about to be commenced, providing a communication from the Great Western Railway, the Great Northern, and the North-western to the Post Office. The first Act for that railway was for the portion under the New Road. The peculiarity of the railway is that the larger portion of it passes under public roads. From King's Cross to the Edgeware Road it passes entirely under the New Road. In 1854 another Act was obtained for the extension to the Great Western, and from King's Cross, passing down the valley of the Fleet, across Smithfield, to the Post Office. One of the matters that was anticipated in forming the line in that direction was that we should continue it northwards, to complete the connexion between the new cattle market at Copenhagen Fields and the meat market in the City, wherever it might be. There is a very peculiar condition of circumstances which developed itself in reference to London when we made those inquiries. We found that within the last forty years the population have changed their habits and residences to a great extent; that central London has ceased to be a residential neighbourhood, and the persons who formerly lived close upon the spot where they carried on their business, in consequence of the increased facilities of communication with the suburbs, have left the centre of London as a residence, and have gone to a number of small villages or towns scattered round the whole of the metropolis. One curious fact which is in evidence is, that the resident population of the City of London proper now is somewhere about 1,500 less than it was forty years ago.

4. That is, estimating the number of people who sleep in the City?—Yes; and the number of houses has decreased in the same proportion. Houses for living in have been pulled down, and large buildings for carrying on business in, warehouses, and other places of that kind, have been built in their stead. Another curious fact is, that in the neighbourhood immediately surrounding the City itself the population consists of the poorer classes, whose occupations are attending upon the business of those warehouses, such as warehousemen, clerks, porters, and persons of that kind. They being of the poorer class, and not being able, as the wealthier tradesmen are, to go to a distance to live, are confined to a belt surrounding the City; so that, whereas the whole population of the towns throughout England being about five to a house, in that district it is ten to a house. In the whole of the metropolis extending beyond that belt it is seven and a half to a house. With

reference to the crowded nature of the streets in the City, I was led to make some inquiries as to its cause, and I found that it principally arose from the conveyance of goods from a distance into the City for the purposes of sale; and one of the instances of the largest extent of that kind arises from the custom of bringing meat killed from the country. Every day we find there is a large increase in the country-killed meat brought from Scotland and other places at a distance. The meat is brought up by railway,—some of it by steam vessels, but principally by railways,—and it is conveyed from Camden Town and from the Eastern Counties station into the very narrowest streets in the heart of the City. It is a very curious fact, that while the population of the metropolis has been doubling within the last forty years, or rather more, and while the increase in the consumption of meat has been, of course, something more than in proportion to the population, because people live somewhat better than they did in former times, that enormous increase has been confined to one single market, which is Newgate. A great number of small markets, which thirty or forty years ago existed about London,—Brook Market, and several others,—have died out, and the custom of the trade has been to resort to one particular market, where they have a better supply and a better choice of the articles they wish to purchase.

5. Are you of opinion that not much meat comes to Leadenhall Market from the railways?—Less than before. In the case of Whitechapel it is the same. I am informed that the trade in Whitechapel Market has very much decreased within the last ten years. The business of Clare Market, again, has very much decreased, and so of Portland Market. There is a sort of open market in Oxford Street several days in the week, and that is much thinner than it used to be. I remember some years ago many streets which were almost markets in themselves. In Fore Street, for example, there used to be stalls all down the street on Saturday night, and people sold goods of all descriptions. There was, in fact, a small meat market built there opposite Cripplegate Church, but that died out; in fact, all the trade seems to have concentrated in Newgate Market. One of the consequences of that is that there is an enormous crowding of the railway waggons which go there on a market morning. It is not an uncommon thing to see from twenty to twenty-five waggons coming from the Camden Town station. They find their way down Bagnigge Wells Road, crossing Northampton Square, and they get down through a number of small thoroughfares to St. John's Street, and so on to Newgate Market, causing a great deal of obstruction as they go along, but nothing compared with the obstruction which is caused in the City itself; because it is not only the waggons which convey the meat to the market which cause obstruction, but each one of those little towns, Kentish Town, Camden Town, Highbury, Islington, Dalston, and all those places, have butchers' shops which supply the inhabitants living in those localities, and each one sends its cart, or half a dozen carts, to that neighbourhood

to buy meat. On a market morning, in the neighbourhood of Newgate, you will find the whole of the street lined with carts on both sides, packed up close to the edge of the pavement, waiting for their supply from the market itself. All down Newgate Street, on the side on which the market is, there is a continuous line of small carriages, cars, and carts. St. Paul's Churchyard is filled in the same way. In fact, in all the streets surrounding the market, where it is possible to place a cart, you will find carts waiting. And it is not only butcher's meat they want. It so happens that in many of those small localities a person keeping a shop for one purpose finds it convenient to sell other goods. Almost all fishmongers sell poultry; and the poultry, fish, and meat and provision dealers are all supplied by the small carts which come down on market mornings, and wait here till they get their goods from wherever the persons may go to buy them. The waggons which come from the railway at Camden Town and the Eastern Counties, I think as many as fifty in a morning, have to unload in a space which is not capable of receiving more than five or six waggons, so that it requires a great deal of care and arrangement to enable the men in the market to unload them rapidly and get them away. You would be astonished to see the amazing rapidity with which one of Pickford's large waggons is unloaded, and the goods taken into these places, and fresh waggons placed there. On a morning when there are perhaps thirty waggon-loads of killed meat coming out of the country, besides all the meat which has been slaughtered in London, you can imagine it must require some management not only to dispose of it for show, but to sell it in the course of the morning; and that is done several times a week. In Smithfield there is a very large space now lying idle. In Smithfield proper I think there is about four and a half acres of ground; that is a very small space, compared with the quantity of ground which is covered with houses of a most inferior description. Running out of Smithfield there is Hosier Lane, Cock Lane, Bartholomew's Close, all filled with rubbishing property, every bit of which ought to be pulled down. I have had occasion, in Bartholomew's Close, to condemn about twenty-five or thirty houses as being utterly worn out and ruinous. The removal of the market from there has reduced the value of a large quantity of property behind the houses, which was formerly used for slaughtering purposes. Indeed, it seems singular that in the very centre of the most valuable part of London there should remain so much ground easily applicable to a market. We have anticipated that when our railway is formed we shall have the means of building proper structures for the use of the market on it, and we shall be in a condition to supply meat regularly to the market; and at the same time, by our trains running frequently, to afford the means to the butchers who buy killed meat to go backwards and forwards. Contrasting the price of meat with the price of cattle, one of the conveniences of old Smithfield was, that if they went to the killed-meat market, and found in Newgate that it was ill supplied and the prices high, they walked into the cattle market, and contrasted

the price of the cattle. Many of the salesmen for the larger class of butchers, such as Slater, at Kensington, would on some days buy cattle when the market was dear, or buy meat when cattle was dear. They cannot do that under present circumstances. The market at Copenhagen Fields is too far from the meat market at Newgate. They cannot go from one to the other. But when the railway is completed, if the market is placed anywhere on the railway, they will have no difficulty in travelling backwards and forwards, and carrying on the same process they formerly did under the old condition of things. What we propose to do at last is after all what they are now doing in Paris. In Paris they are now building a market right in the centre of the city.

6. By this subterranean railway you would propose to bring into a market somewhere near the present one all the meat which comes from the Great Western Railway or from the Great Northern?—Precisely so. On the North Western or Eastern Counties; because there has been an extension projected, and a plan has been deposited with Parliament for a line to the Eastern Counties, and from thence to the Docks.

7. Is a Bill now before Parliament with a view to that branch?—No; it has been abandoned, with the view of introducing it again next Session. The plan was deposited, but no notices were given. The money market has been in such a condition lately, that this line, which would otherwise have been made two or three years ago, has been obliged to be stopped.

8. You think the dead meat which is brought into the town by these four railways on the north side of the Thames could all be brought to Smithfield?—Quite so.

9. Then the other traffic, which the central market would cause, would be that of the butchers coming to buy, and taking back the purchased articles from the market?—Yes.

10. Have you estimated the amount of traffic that would cause in the narrow streets leading to the market?—I suppose there would be about the same amount as there now is in Newgate Street. The only difference would be, that there are now only two means of getting access to Newgate Street conveniently, one from Cheapside, and one from the Old Bailey. The great difficulty in the way is the condition of Holborn; because all carts going to the market, instead of going down Holborn, turn down the Old Bailey and go by Fleet Street.

11. Even if Smithfield were to be enlarged, and there were space in Smithfield for a market, would not a good deal of inconvenience be still produced in all the streets leading to it by the traffic of the butchers coming and going from the market?—I think not. From its peculiar situation there are many direct and large thoroughfares leading to the outskirts; for instance, St. John's Street is a very wide and ample thoroughfare for any ordinary traffic; that, as it goes on, leads off to various localities. Again, supposing the Holborn valley to be raised, which I have no doubt it will be before long, there would be a direct communication from the market by Oxford Street, turning off to Piccadilly, and at

the end of Oxford Street into the Edgeware Road. Then again from Smithfield you have a pretty direct access by Farringdon Street and Blackfriars Bridge to all the different localities on the south side.

12. To the east we have not any broad road?—There is Long Lane, leading to Finsbury, which is a very good street.

13. You would not call that a broad street?—No; but it is not a bad street.

14. In Long Lane there is already a great deal of traffic due to the Eastern Counties Railway, is there not?—Yes. We suppose that a great deal of the traffic which now occupies the streets will be removed, so soon as the railway is made; the waggons which come from Camden Town to Newgate Street by road now, will then come by railway. The cost of conveyance is so enormous by road, as compared to the railway, that wherever you place a railway you instantly absorb all the traffic.

15. Do you contemplate passengers going by the subterranean railway as well as goods?—Yes. We propose to run trains every five minutes the whole of the day. The capital is subscribed, and the company has been formed two or three years.

16. (*Mr. Massey.*) Was the railway projected with a view to the exigencies of Smithfield Market?—That was one of the considerations. In 1851, when it was originally proposed, there was no certainty as to the removal of Newgate Market, but in that plan a very large market was provided in the Fleet valley close to Holborn. The cattle market having now been moved, and there being so much greater convenience there for a meat market than in the Fleet valley, no doubt we should prefer its being placed there.

17. (*Mr. Brand.*) The only relief of this plan to Newgate Market would be so far as regards the dead meat to be brought into the market?—As regards Newgate Market, I should propose its entire removal.

18. Those lines of railway would bring into Smithfield or Newgate Market the dead meat which is now brought by waggons, but the traffic of the butchers coming into Smithfield to buy meat and take it back would still be the same as it is now?—I think it would. The traffic is early in the morning when the streets are empty, and produces little inconvenience.

19. That traffic is increasing I believe every year as the population increases?—Yes.

20. (*Mr. Massey.*) Is your railway in a forward state, and likely to be completed soon?—It is only upon paper at present, beyond this, that the whole of the capital is subscribed, and contracts have been entered into. Mr. Jay, who is building the new House of Commons is the contractor for the railway. Only the other day he had a meeting with our Board, and he said he had looked at the calculations made about a year ago, and he was willing to take the execution of it at the estimates which were then made at so much a yard forward, so as to guarantee that there should be no extra cost beyond what we had anticipated.

21. (*Mr. Brand.*) What area do you suppose would be required for the purpose of a central dead-meat market?—I think there should be from four to five acres.

22. (*Chairman.*) Have you estimated the area now occupied by the sellers of meat in Newgate Market?—No. It is not possible to make even a very approximate estimate. It is one of the nuisances of London, which ought to be removed as soon as possible. There is scarcely a house there which is not converted into a slaughter-house. They have been removed since the Corporation have had the supervision of the slaughter-houses.

23. Would not it be possible upon the map to calculate the area occupied by all the houses in which meat is sold?—It would be possible, but it would be a difficult task. The area between Newgate Street and Paternoster Row and the Old Bailey is, I think, nearly ten acres; there is only a portion of that occupied by butchers.

24. Where is the terminus of this subterranean railway intended to be?—Properly it has no terminus; it terminates at the different railways; but it is proposed to have a great number of stations. We have a station about every half mile.

25. Is it proposed to purchase any land in the neighbourhood of Smithfield?—Yes. I have with me one of the parliamentary plans of the railway, under the Act of last year (*producing the same*).

26. (*Mr. Brand.*) Is there any proposal for a station at Newgate?—Yes.

27. How much underground should you be?—About twenty-five feet. Our stations would be very similar to those on the North London line. We shall only require a house, and a staircase down to it.

28. Is it to be worked by locomotives?—We have new a locomotive which has not yet been used, which does not give off steam or smoke.

29. (*Mr. Massey.*) What is to be the length of the line?—Four and a half miles, including the extensions.

30. (*Mr. Brand.*) You propose also to form a junction with the London and North Western, do not you?—Yes; it would pass across where Newgate Market now is, and it would afford great convenience for the establishment of a large warehouse for Manchester goods. At present the cost of conveyance by waggons is excessive. I do not know what the price of the carriage of meat is from Camden Town, but the usual price is about 4*s.* a ton; by railway it would be 2*d.*

31. (*Mr. Massey.*) You must make a bridge across the river to get to the London and South Western, must not you?—Yes.

32. Will not that be an enormous expense?—No, not a very great expense.

33. (*Mr. Brand.*) According to your experience, is not the population of London extending very much to the north-west?—Very much. One of the consequences of the population distributing itself to a distance from the centre of the town is, that all those

places must be supplied with meat, and they all have small butchers' establishments. Instead of having a few large butchers, there are a great number of small ones. It becomes an absolute necessity to provide some means for them to go to a market where they can compete one with another in price.

34. The population in that district is, however, nearer to the new cattle market than to Smithfield?—That population is.

35. (*Chairman.*) Looking only to the convenience of the public, as regards the traffic through the town, would not it be more advantageous that the buyers of meat should go to Copenhagen Fields instead of coming into the heart of the Metropolis?—The distance is against it. As to the localities which the London people live in the best evidence of that I think is afforded by the traffic of the railway stations. At the London Bridge station the number of persons arriving at the station and departing from it is nearly 11,000,000. At the station of the North Western, which is the commencement of an enormous system of railways, it is only one million and a half. At the Great Northern it is only 700,000. At the South Western railway the number is about 5,000,000, and at the North London, which is a line passing through this district, it is between 5,000,000 and 6,000,000. Then again, wherever you get a railway established, all other means of conveyance of traffic ceases. The Greenwich line has driven off the road the old Greenwich coaches.

36. As regards the convenience of butchers, do not you think that Copenhagen Fields would be as near to a very great portion of the Metropolis as Smithfield would be; for instance, to all the north-east and north-west of London?—You would have this difficulty: if you established a market upon one side of the Metropolis, you place all the persons dealing with it on that side in a much more advantageous position than you do those on the other side. You must get another market there, and then you have a difficulty in getting an equality of supply or price. Perhaps the cattle market itself is a good specimen of that.

37. The additional distance which any man coming from Camberwell would have to travel if the market were removed from Newgate to Copenhagen Fields would be two miles there and two miles back, probably?—Yes; in that case you introduce all the south traffic into the north of London. The present condition of the market is a good exemplification of the consequence of placing a market in such a position. Since the cattle market has been placed at the north of London the Croydon market has very much increased in business, because all the people residing in the south go there instead of going through London.

38. (*Mr. Brand.*) Do you consider that to be an evil?—Yes. You get inequality of price and supply.

39. Is that practically so?—Yes; it is the fact. The Croydon market is shortly supplied, and the price is high; the graziers, therefore, who sent to this market send to Croydon. You always find that two markets cannot live; one of them must die out. That has been the case with the meat markets in the City.

Whitechapel would not have declined during the last forty years, while the population has increased in the ratio it has, if it had not been for that fact. The butchers find it more convenient all to go to one market, where they have a better chance of meeting a fair price.

40. (*Chairman.*) Those parts of London in the neighbourhood of Copenhagen Fields would gain the short distance which would be lost by those on the southern side of the bridge?—Yes; but the population on the north side would be annoyed by the double traffic.

41. (*Mr. Brand.*) The population lying between the two cattle markets and Smithfield would be relieved of all the traffic which now takes place from the north of London to Smithfield?—Of some portion of it; unless you could bring all the markets there they would not be relieved to the extent you might suppose, because it is constantly the case that the class of persons who send carts to town do not send for a single article, but they send for several. The same cart which brings meat brings fish.

42. Are you aware that the largest available area in Smithfield for a dead-meat market amounts to only 56,000 feet, allowing for the roads?—There would be no difficulty in making it two or three times that size.

43. You consider that to be inadequate?—I think it ought to be larger. The actual market building occupies a very small space compared with the space necessary for carrying on the business.

44. (*Chairman.*) You contemplate pulling down a vast number of houses in the neighbourhood of Smithfield, in order to get the six acres which are requisite, do not you?—Our railway would pull down the whole of this (*pointing to the map*). All this vacant space we shall purchase.

45. The land which will be above your railway will be disposable for any purposes for which it may be purchased?—Yes.

46. I suppose the railway company would require a large sum for the ground upon which the slaughter-houses stand?—I should think not. I should think it would be the interest of the railway company to establish the greatest quantity of traffic on their line rather than to seek a profit from the property they purchase. I am sure they would be very glad to enter into a negociation with any parties who might wish to secure the land.

47. (*Mr. Brand.*) Can a railway company take land for any purpose except for purposes connected with the railway?—They always do so. Between West Street and King Street there is a very large space, which is vacant now, the houses having been pulled down for many years. I have before me a map of Paris. The Committee is aware that a line has lately been constructed, called the Ceinture Railway, which goes round about half Paris, that is connected with the different railways. That line has naturally cost a large sum. The object of the line was to enable the different railway companies who brought produce from the pro-

vinces to carry it into the town itself. Recently there has been a new boulevard commenced at the Strasburg Station, extending from there to the Rue St. Denis. It is upwards of 100 feet in width, and it is intended to be carried on parallel to the Rue St. Denis as far as the Rue Rivoli. The portion between the Rue Rivoli and Pont au Change is made. When the whole is completed the railway will connect itself with all the other railways, will then pass down parallel to the Strasburg Railway, turn under the new boulevard, and go in a subterranean passage, just on the same principle as ours will pass the New Road, and thence to a point exactly opposite the centre of the New Paris Market. There there are turn-tables, and it is proposed to run waggons with provisions from the provinces into the market, and to raise them by means of hydraulic lifts. Part of that market is built, and part of the railway at this end has been commenced.

48. (*Chairman.*) The slaughter-houses in Paris are outside the Boulevards?—They are; but in consequence of the increase of the population in that part of Paris it is proposed to carry them much further out. Some of the markets for live cattle are as much as thirty miles from Paris.

49. Is the central market at Paris frequented by dealers?—Yes; by dealers of all kinds.

50. How long a time do you contemplate the journey will take between Smithfield and Copenhagen Fields when the subterranean railway is completed?—A quarter of an hour.

51. Is the branch to Copenhagen Fields within the Act of Parliament which has been obtained?—No; but we do not require any additional Act for that, because the Great Northern passes under the market, and by means of the Great Northern we have the means of access to our own line.

52. I understand you, you might make this branch without an additional Act of Parliament?—We could make the connexion with the market, but we could not make that branch without an Act.

53. (*Mr. Brand.*) Which company has the traffic into the new market now?—The North London.

The witness withdrew.

Mr. James Holmes examined.

54. (*Chairman.*) Do you follow the business of a butcher?—I do.

55. Where do you reside?—In Silver Street, St. James's.

56. Are you in the habit of frequenting Newgate Market?—Yes.

57. Do you consider that the accommodation at Newgate Market is insufficient for the convenience of those who frequent it?—Decidedly so.

58. Have you ever been to the new market to purchase dead meat?—I have.

59. Have you found it convenient?—It is convenient to us, because we cannot be at two markets at one time.

60. Have you actually purchased dead meat at Copenhagen Fields?—I have.

61. Is there much business being done in the dead-meat market at Copenhagen Fields?—There is no meat scarcely. I believe there is only one salesman.

62. It is from him you have purchased?—Yes; his name is Prentice. He is the only one I am aware of in the market.

63. Will you state whether you consider it would be convenient to yourself and to other members of the trade to have a dead-meat market at Copenhagen Fields instead of at Newgate?—It would be much more convenient to the trade generally.

64. Will you explain why you have come to that conclusion?—There are very few butchers who buy meat alive, but want dead meat occasionally as well. Frequently butchers, who are doing anything like a business, take meat to the dead market; they take some parts of the meat to market, and bring other parts back again. You can consume a considerable quantity of some parts of a bullock, whereas you cannot sell others at any price. If you take it to the market, there are always customers to be found at a price; but they are not always to be found at the butcher's shop. We can take a cart in the morning, with our dead meat go up to Copenhagen Fields, buy dead meat and and live meat, and come home. Instead of that, if there are two markets, we must go either to Newgate first, or else to Copenhagen Fields first; so that the loss of time is very great.

65. How long does it take you to go from the one to the other?—You cannot go in less than half an hour there, and half an hour back.

66. Do you require to pass from the live to the dead meat market more than once in the course of a day?—You could not do it more than once very well.

67. You would desire to do so, if you could?—Yes, if the dead-meat market and the live-meat market were together. If the dead-meat market were not so high as the live-meat market we should purchase dead meat. If the dead-meat market were short, and the prices high, we should purchase live meat. My opinion is, that the live-meat market will never answer unless the dead-meat market is there too.

68. You think it is for the advantage of the butcher who buys that the dead market and the live market should be together. Do you think it is also for the interest of the salesman that they should be together?—There is no doubt about it.

69. Will you explain what the advantage to the salesman would be?—It is impossible that they can tell the price beforehand. Sometimes, as I have known to be the case within the last two months, the dead market has been completely glutted with dead meat. If I go to Smithfield first, and purchase according to the price a week before, and then go from there to Newgate Market, six or seven beasts may cost me 4*l.* or 5*l.* a-piece more than I

could have bought them for if the market had been close at hand, and I could see them together, and know what to be at. When things are short at Newgate Market, the butchers will be at the live market like a swarm of bees, and everything will be sold; but if there is a glut at Newgate Market, the salesmen at Smithfield may stand, and cannot sell anything. Frequently within the last three or four weeks bullocks have been turned out two or three weeks together, and they have not had a buyer for them.

70. Is it your habit to go to Newgate or Copenhagen Fields first in the morning?—I go to Copenhagen Fields first. In the summer time when I go back again to Newgate I am forced to buy. I must have what I want, and I may give a higher price, the meat having gone through three or four different hands before it goes to the consumer. If I were there early in the morning I could buy it of the salesmen.

71. It would be to your advantage to attend both markets very early in the morning?—Yes; but it cannot be done. A man cannot be in two places two miles distant.

72. The circumstance of the dead-meat market being separated from the live market leads to this: that in order to get rid of some dead meat which you wish to sell, and to buy live meat, you must have two parties, one going to the dead-meat market, and one going to the live-meat market?—Yes; and that is a great expense. It is not every butcher who can keep two horses and carts at the same time. I keep a slaughterhouse, and kill from thirty to 100 beasts a-week on the average. I know the feelings of the butchers. Those butchers who do not keep a horse and cart, who buy all their meat dead, are the parties who would hang to the present market, but not the butchers who buy alive.

73. Can you tell us what proportion of the butchers of London buy their meat dead, and not alive?—I cannot. I should think the majority of the butchers buy a portion of their meat alive.

74. (*Mr. Brand.*) In the summer time the trade in dead meat falls off considerably, does not it?—It must do so. In the summer time I am frequently obliged myself to kill on Saturday to supply my customers.

75. (*Chairman.*) Newgate Market is more convenient to butchers who are not in the habit of buying cattle and slaughtering them?—Yes, it is more handy for them. Many people sell meat and poultry too; and they take their cart down, and go and buy meat and poultry, and butter and cheese perhaps, all together. It saves a great deal of time.

76. That is always assuming that they are butchers who live nearer to Newgate Street than to Copenhagen Fields?—Yes.

77. What is the relative distance of the two places from your house? Which is the farthest from you?—The furthest from my house is Copenhagen Fields, but not a great deal.

78. (*Mr. Brand.*) Measuring by time, what is the case?—I can go to Copenhagen Fields quite as quickly as to Newgate, because of the stoppages. From 5 to 8 o'clock Newgate Street is almost impassable. Frequently I do not get my cart nearer than Gilt-

spur Street to Newgate Market, the streets being so narrow, and there being so much traffic. If the market were at Copenhagen Fields, there is plenty of room, and the roads to it are much better. Most of the railroads go almost direct to the market.

79. Do you purchase dead meat at the market on the days when there is no cattle market?—Yes.

80. Should you consider it an inconvenience to have to go round to the dead-meat market on the days when you did not go there for the cattle market?—It would make very little difference to us. Where the thing is to be bought, there the dealers must go. I was speaking to a dead-meat salesman yesterday. He said, "I shall have my meat consigned to Hungerford." I said, "Yes, that is all very well; but you must come to the live-meat market."

81. Why do the salesmen object to go to the new market?—It is easily accounted for. Most of those people have houses well fitted up, and that may be a great convenience to them. They cannot, perhaps, have a house and shop together in Copenhagen Fields.

82. They would only have a stall?—Only a stall.

83. You think it is convenient to them to carry on their business in a house rather than a stall?—I should prefer it myself.

84. I presume they do not live in the neighbourhood of Newgate Market, do they?—They generally keep servants in the house. They have comfortable apartments there, but most of the principal salesmen live out of town.

85. (*Mr. Brand.*) The great majority of them have property in and about Newgate?—Yes. Those people who have property in Newgate Market are not likely to sanction the removal; but I look to the benefit to the public generally.

86. Can you explain why salesmen have not set up business in the new market?—I cannot. It is because they do not like the locality, I suppose. If some few salesmen were to say, "Let me have my meat consigned to Copenhagen Fields," it would be sent, because all their customers would go the best market.

87. Do you think the new market at Copenhagen Fields has had a fair trial as regards the sale of meat?—No. There has been only Mr. Prentice there. If I want anything I go in to Mr. Prentice, and say what I want. He, perhaps, has none of it to sell, though he has plenty to sell which I do not want. Of course, therefore, I must go to the place where I can get it.

88. (*Mr. Brand.*) Is Mr. Prentice selling there now?—He has a shop at both places. What he does not sell at one place he sends to the other, which is a great inconvenience. Mr. Prentice is very partial to the new market.

89. (*Mr. Massey.*) You say the market in Copenhagen Fields would be convenient to the West End trade, on account of the greater facility of access to it?—Yes.

90. What is the case with people who live south of the river? Would not it be very inconvenient to them to have the market

there?—They would not come through the heart of the City. They would come over Waterloo Bridge, and up the new street; and it will be quite as convenient for them as it is for us when this new street is opened.

91. Suppose you were carrying on your business at Camberwell, what would be your opinion? Would you rather have the market at Smithfield or at Copenhagen Fields?—For distance I should rather have it at Smithfield; but for accommodation I should rather have it at Copenhagen Fields, because you could see every bullock there, and examine your article, whereas at Smithfield you could not examine your article, but you must buy at a guess.

92. I am speaking of the dead-meat trade. Supposing you were carrying on the same business at Camberwell that you now carry on at the West End, would you still be of opinion that it would be as convenient for your business to have the market at Copenhagen Fields as at Smithfield?—I cannot say that it would.

93. (*Chairman.*) Do you think that the advantage of the dead-meat market being close to the live market would compensate you for the additional two miles you would have to travel?—Decidedly it would.

94. (*Mr. Massey.*) Supposing the dead-meat market were transferred to Copenhagen Fields, and Newgate Market were shut up, do you think it would be a very great disadvantage to the trade if the Camberwell and Brixton people were to establish a dead-meat market of their own? Do you think two markets could exist in the Metropolis?—I think there is no doubt they could not. There is nothing like one market in a metropolis like this. Many butchers go to the market without the intention of buying live meat. When they find that the dead meat is dear they say, "We must go and try our chance with the live market." That is the advantage of having the two markets together. The salesmen want to see as many customers as they can. If they get a fair offer in the country they are obliged to sell; but in London they have a choice of customers, and can choose their time of selling.

The witness withdrew.

Mr. Thomas Knight examined.

95. (*Chairman.*) Are you employed as a salesman?—As salesman and commission agent.

96. Will you tell us your opinion as to the importance of the dead-meat market being contiguous to the live-meat market?—I transact a great deal of business for butchers, both in town and out, in the purchase of cattle; and I have the opinion of the greater portion of them for whom I do business, who are buyers both at the live and the dead market, that it would be much more advantageous to themselves if the two markets were contiguous, and they would consider it a very great drawback were the market to be taken to Smithfield, instead of letting it be at Copenhagen Fields.

97. Will you explain that?—It works in this way:—Purchasers who attend wish to attend both markets, particularly West End buyers, or those who have to supply families; they want a first-rate article both dead and alive. For a first-rate article, therefore, they must be at both markets early in the morning. Were the markets contiguous, they would have an opportunity of purchasing what they wanted, both at the dead-meat market and also at the live-meat market. Not being able to do so, they are obliged to employ a person similar to myself. I do not mean to say that their interest would not be as well served by me as by themselves, but every person likes to do his own business.

98. They must employ an intermediate person?—Yes.

99. (*Mr. Brand.*) That has arisen from the circumstance that the live-meat market is separated from the dead-meat market?—Not entirely so; I have been employed in the same occupation a great number of years; but it increases the necessity for it. I have constantly attended the live-meat market for about thirty-five years.

100. Do you think it would be an inconvenience to persons who wished to purchase dead meat if they were obliged to come to Copenhagen Fields on the four days of the week when there is no live-cattle market?—It would be so far an inconvenience that it would be for the extreme West End and other parts in that direction from a quarter of a mile to a mile greater distance; but having horses and carts as they all have, and the load being taken from the top of the hill and drawn down, I think it would be rather an advantage than otherwise; it would only occassion them to start from home about a quarter of an hour earlier. I always walk to the new market as I used to do to Smithfield; I find no other inconvenience than that I have to start half an hour earlier.

101. In reference to those who go in carts, would they have a much clearer access to Copenhagen Fields than to Newgate or Smithfield?—Yes; and the space is so much greater.

102. What, in your opinion, would be the result of having a second market for the sale of dead meat on the south side of the river?—I am very doubtful whether it would succeed. I think the great bulk of the commodity which comes would come to the market on this side of the water, as being the largest population; and, consequently, there would be less taken to the other than was required. Therefore, those who wish to buy the best article must come here still; but I think there is even a remedy for that. Supposing that Newgate Market is taken up to the Metropolitan Cattle Market, if Leadenhall remains where it is, there would be a market there for the convenience of those persons.

103. Is there any doubt that the accommodation now provided at Newgate Market is utterly insufficient for the wants of the trade?—It is so, decidedly.

104. Do you think the new market ought to have double as much accommodation as is now found at Newgate Market?—I think double the accommodation would not be at all more than is required.

105. (*Mr. Brand.*) You are a salesman of dead meat also, are you?—I have been a salesman of dead meat, but not within the last few years.

The witness withdrew.

Mr. William Eve examined.

106. (*Chairman.*) Have you a large farm?—About 1,000 acres.

107. Where?—In Essex, near Rumford.

108. Did you act formerly as a salesman?—For many years.

109. Are you of opinion that Newgate Market ought to be removed to another site?—I have always been strongly of that opinion as far as my practical experience goes, and I have moved about in the market since I was fifteen years old. I used to attend Newgate and Leadenhall Markets when I was a boy.

110. Did you anticipate that when the Act passed removing the live market from Smithfield the dead-meat market would also go to Copenhagen Fields?—That was my impression.

111. Can you state what you consider to have been the reason it has not so moved?—I am not aware at all; I have taken but little interest in the affair recently. Being located in the country, as it were, I have not given it a thought, except when I come across butchers or salesmen. I have been often surprised that such a delay should have taken place.

112. Do you consider that the plan which has been proposed to us would be a good one, namely, to establish a dead-meat market on the site of old Smithfield, and to shut up Newgate Market?—I think it is time that Newgate was removed somewhere, because I consider where there is such close proximity of one joint to another, that which is damaged or tainted must necessarily taint its neighbour. And then the gas, I think, has also a very great influence on the meat in the market, and the public are not fed with the wholesome meat they would be if there were a market of larger dimensions, in order that the meat might have free ventilation and air.

113. Would it be the better plan to move the dead-meat market to Smithfield than to move it to Copenhagen Fields?—No; I should quote the vulgar proverb, "Where the carrion is the eagles will go;" and I believe the dead and the live market should be as near each other as possible. I think they are in such near relations that, for the benefit of the public, they should be as nearly united as they can possibly be.

114. Will you tell us why you think it is for the benefit of the public that they should be together?—I think the public and the butchers will be alike benefited. In the just place the public will have a market created where there will be that air and ventilation which I have just alluded to, and then I apprehend that the meat will be in a much more wholesome state when slaughtered. The majority of the butchers are both buyers of dead and live meat, though, no doubt, there are many minor butchers who only

buy dead meat I think the benefit would be equal both to the public and to the butchers. I am sure you will never convert the present generation; even now there are many dealers who would like to go back to the old market, I presume from their adherence to old habits.

115. Do you think it would be to the advantage of those butchers who are not in the habit of purchasing live cattle, to have a market established at Smithfield rather than Copenhagen Fields?—In that case I think it may be an advantage to those who do not kill their own meat; but the minor must give way to the major.

116. What proportion of the butchers of London do you think are those who never buy live cattle?—They are a very small fraction, and for this reason, there are many who buy at various parts of the year. In the summer time they will buy a few lambs, perhaps, and no beef; but in the winter time they will go and buy a bullock. If they kill the bullock a portion of it may hang till the second week; but in the summer time they must go to the dead-meat market, and purchase what they want, in order to retail it again.

117. Do you think, from your knowledge, the butchers, generally speaking, who live in the Metropolis, would be well content if a dead-meat market were to be established at Copenhagen Fields?—I think there is a very variable feeling in that respect. I think the opinions are equally balanced between those would like to see the dead-meat market near the live-meat market, and those who would wish to see it where it is.

118. (*Mr. Massey.*) Can you suggest any advantage in having the live-meat market and the dead-meat market separate from each other?—I cannot see any advantage.

119. Did you ever hear anybody say that there was an advantage?—No, I never heard it advanced at all; nor can I myself conceive of any advantage which there would be. I have seen the working of the trade for nearly forty years.

120. You say the opinion of the trade is pretty evenly balanced?—As far as my questions to them have gone, and the replies I have met with, I think it is.

121. On what grounds do you suppose the people who still adhere to Smithfield are disinclined to go to Copenhagen Fields? Is it from old association?—I think that may be one cause; I also think interest is another. I am afraid there is a great deal of monopoly going on in the dead-meat market, and I am very sorry to see it. It appears to me that there are some of the larger butchers who buy up a quantity of meat and then vend it again,—a kind of forestalling. I cannot say distinctly that there is anything of the kind, but I am afraid there is.

122. (*Chairman.*) Is that abuse facilitated by the limited area of Newgate Market?—No doubt of it.

123. And it would be more difficult to practise it in Copenhagen Fields?—Yes. I believe it is carried on,—to some extent, at all events; and another thing is, the meat is not whole-

some. The best meat that you have come up for your consumption is not the live meat but the dead meat, which is slaughtered in the country quietly. I kill all my own meat, and I know the difference between what I eat at home and what I eat in London. I very much prefer the country meat to meat which has gone through London.

124. (*Mr. Brand.*) Do you send up your own stock after killing?—No, I send them all up alive.

The witness withdrew.

Mr. Thomas Evans examined.

125. (*Chairman.*) What is your business?—I am principally employed as a land agent and surveyor, but I have occupied a great deal of land all my life, and for between twenty and thirty years I have attended Smithfield Market to sell my own cattle and cattle for other persons.

126. Can you inform us why the dead-meat market has not taken place at Copenhagen Fields as was intended?—I suppose the influence and interest of certain parties connected with the City has prevented its doing so; I think it highly desirable that it should do so, for many reasons. In the first place, if the dead-meat market were removed to the immediate vicinity of the live market it would do away with a vast deal of driving of cattle on market days, which is now a very great nuisance, particularly in the locality in which I live, which is Islington. It is complained of, and has been complained of, very much indeed. Also, I think it would be the cause of removing the nuisances which now exist in the locality of Smithfield, such as slaughter-houses. As long as the dead-meat market is in the City the slaughter-houses will be as near to it as they can possibly get them; they are now in Cow Cross and that neighbourhood, and they generate nuisances. There are many connected with the slaughtering of cattle, which I think it would be very desirable to remove. And, moreover, I think that opinion is very generally entertained by persons in the trade, except it is by those who are immediately interested in the present market. I have been examined before several committees on the removal of the market, and in all the evidence I have always heard the proximity of the dead-meat market to the live-meat market set up as a matter of very great importance, and it was stated as the principal feature why Smithfield should have been retained on its ancient site.

127. Do you consider it is an advantage to the salesman as well as to the butcher who buys?—To a certain extent it is; you have a better opportunity of judging directly of the state of the market, from knowing the supply to the dead market as well as to the live, and you can form rather a better criterion of the value of the commodity you have to sell.

128. From your knowledge of the butchers, should you say that they are generally in favour of having the dead-meat market contiguous to the live-meat market?—I think so; with the excep-

tion of a very few small butchers, who do not buy any live stock at all, and who have business in the immediate locality of the present dead-meat market. I think the butchers generally who buy live and dead meat, which all butchers do in large businesses, are of opinion, as far as my knowledge and communication with them has extended, that it would be very desirable to have the two markets as near as possible together. I have given the matter a good deal of consideration, and I really am not aware of any one argument which could be adduced in favour of the markets being retained at a distance from each other, and, I think, from the experience I have had for a great number of years, they would all be in favour of the proximity of the two markets.

129. (*Mr. Massey.*) Have you heard that question much discussed by persons in the trade, as to whether it would be expedient to transfer the dead-meat market from Smithfield to Copenhagen Fields?—I cannot say I have latterly; I am a great deal in the country in my business, and though I am generally in the cattle market, always if I am in town on Monday, I have not latterly heard much of it, but formerly I heard of it, and I always have heard the opinion of all persons who buy live and dead meat amount to this, that it is very desirable that the two markets should be as near together as possible.

130. Have you heard that opinion expressed since Copenhagen Fields has been open?—I have.

131. (*Mr. Brand.*) Is any of the stock slaughtered at Copenhagen Fields?—Very little indeed; there is very little accommodation for slaughtering. In fact the accommodation generally there falls very far short of the expectations of the public and the trade; the lairage there is very badly constructed indeed.

132. Have you any idea what quantity of stock is driven into Newgate Market from Copenhagen Fields on Monday?—It is not driven directly to Newgate Market, but it is slaughtered at slaughter-houses in various directions, and afterwards taken to Newgate.

133. A considerable quantity is driven into the neighbourhood?—Yes. Newgate has become a very large market. I should say that Newgate perhaps does a very large proportion indeed of all the dead-meat business in London.

134. (*Chairman.*) Are you of opinion that a great deal more accommodation is requried for the market than now exists in Newgate?—A great deal more. I believe the whole area of Newgate Market now does not exceed two acres.

135. How much more space do you think ought to be provided whenever it is moved?—I should think four times the space, to make a commodious and convenient market, and that space they have already provided, and more than that, at Copenhagen Fields; there is no lack of space there. I have recently heard some very heavy complaints from persons who have business in the City going to the City in the morning. From the vast increase of business in Newgate Market, all the neighbourhood in every direction round St. Paul's Churchyard and the Old Bailey is com-

pletely blocked up. About three mornings a week, which are the days of the great markets, Tuesdays, Thursdays, and Saturdays, it is with great difficulty that the street-keepers can preserve a passage for the general traffic of the town. Even if you remove the market to Smithfield, the traffic must be still in the streets round.

Adjourned.

Thursday, 13*th March* 1856.

PRESENT:

The Right Hon. W. F. COWPER, M.P., in the Chair.
The Hon. H. B. W. BRAND, M.P.
W. N. MASSEY, Esq., M.P.

Alderman Sir James Duke, Bart., M.P., the Rev. James Jackson, M.A., Mr. Ross, Mr. Phillips, Mr. Lardner, Mr. Edgington, Mr. Butcher, and Mr. Bentley attended as a deputation.

(*Sir James Duke.*) I wish to state that I was appointed chairman of a meeting which took place upon this subject on the 6th of February last. The meeting referred the matter to a Committee, whose report I hold in my hand. Perhaps that report may be allowed to be read?

The same was read as follows:

"REPORT of the Committee appointed by a Public Meeting of Traders and Consumers, held at the London Coffee House, Ludgate Hill, to consider the best Site for the formation of a Metropolitan Market.

"That, in the opinion of this Committee, the markets for the sale of meat and poultry in Newgate Street and Leadenhall Street, as well as other local meat markets in this metropolis, are unsuitable for the purpose, being too limited in space, overcrowded, and incommodious: That the markets of Newgate and Leadenhall especially cause much impediment to the general traffic through the thoroughfares near which they are situated, and that therefore it is desirable that they should be removed without delay, and a new grand metropolitan market established.

"That this Committee are convinced that, for the convenience of trade, and for the benefit of consumers, it is necessary there should be a great wholesale market, and that the same should be in a central spot, so that the largest possible supply of food may be collected in one place for the choice of buyers, and that easy access may be afforded from all parts of the metropolis.

"That, in the opinion of this Committee, the site of Smithfield is pre-eminently adapted for such a market, it being equidistant from all parts of the metropolis, and, although in close proximity to the leading thoroughfares of the City, is sufficiently distant to prevent obstruction to those lines of communication. Its eleva-

tion will render it susceptible of being well drained and ventilated, and a large additional area can be obtained, by which ample accommodation would be afforded for the construction of the proposed market.

"That many of the habitations immediately adjacent to Smithfield are of the lowest and most abject description, the abodes of profligacy, and the hotbeds of disease; that therefore the establishment of a market in this situation is urgently demanded, as well on sanitary as commercial grounds, since it would afford an opportunity for the authorities to remove a large portion of the courts and alleys in this over-crowded locality.

"That this Committee respectfully beg to urge that the attempted establishment of one or more meat markets in a distant suburb, whether it be in Copenhagen Fields or elsewhere, would be an inevitable failure, and could only tend to enhance the price of food to the whole body of consumers.

"That, considering this is a question affecting the nearest interests of two millions and a half of the inhabitants of this metropolis, this Committee hope that, in any arrangement for the establishment of a new metropolitan market, the vacant site of Smithfield may have first consideration, seeing it combines all the advantages of centrality, facility of access, convenience of location, extent, and elevation,—advantages which are not possessed in the same degree by any other situation in the metropolis."

136. (*Chairman to Sir James Duke.*) The memorial does not contemplate that the existing area in West Smithfield would be sufficient for a large meat market, but contemplates enlarging the area?—Yes; and we think that by that means we should be able to retain the hay market in front of the hospital, which would give all the ventilation and space which the hospital requires, and enable us to accomplish the object of a dead-meat market.

137. Then you would contemplate leaving that space of ground in front of Bartholomew's Hospital, which is now occupied by the hay market, an open space?—For the hay market.

138. Have you then considered where you would get sufficient area for the erection of a dead-meat market?—The north-west part of Smithfield is composed of a very inferior class of property, which could be purchased, we apprehend, at, comparatively speaking, a small expense; and it would contribute very much to the improvement of the locality and the health of the neighbourhood if it were pulled down, so that the space might be thereby increased. Perhaps Mr. Ross might be more advantageously examined upon these points, as I am not so well acquainted with the locality.

(*Rev. James Jackson.*) Before you proceed to take any evidence may I be allowed to make one remark: I wish to remove an impression which may possibly be on your minds, that the movement in the parish of Saint Sepulchre, of which I am the vicar, with regard to this question, is a class movement on the part of the publicans. There have been a series of letters in the newspapers reflecting odium upon it, that it is done by the publicans. If that had been the case I should not have considered it right to

take any part in a class movement. But I have ascertained the feeling of people in the neighbourhood of all businesses and professions, and there is a very general opinion that a large meat market in this locality would be a very great benefit, supposing it were sufficiently policed.

139. Are we to understand that it is a general wish on the part of all the inhabitants of your parish?—I would not go perhaps so far as that, but certainly the greater portion of them, of all classes, seem to be much in favour of a market in that locality, not only those whose business depends upon the market, but those who are quite independent of it.

140. Are we to understand that it is upon the idea that the value of house property in your parish would be enhanced if there were a large market in Smithfield, or is it from any other consideration?—It is upon general considerations that it would be a great public benefit. No doubt the property in the parish would be improved or restored to its original value, for it has been very much depreciated since the removal of the market.

141. Has your parish lost the contributions to the poor-rate which were formerly given?—It has.

142. Has that amounted to a large sum?—I think this year it has amounted to 800*l.* or 900*l.* We are now receiving only the contributions from the hay market, which amount to about 25*l.* or 30*l.*, instead of which we should have had 800*l.* or 900*l.*

143. Is it considered desirable by the inhabitants of that parish that there should be in close contiguity with them the traffic which a dead-meat market would bring?—They are willing to have the market with all its consequences; not with slaughter-houses, for it has been suggested, in the letters to which I allude, that we are to have slaughter-houses, and all the abominations of those slaughter-houses. I apprehend that the wish of those gentlemen who are moving in this matter is, that it should be more in the character of shambles, that the meat should be slaughtered elsewhere, and brought, as we see, in all the markets of the great towns, such as Brighton and Bath, where the market is one which a lady might walk into without any annoyance. The proposed market would be more of that description, I apprehend, than one connected with slaughter-houses, and such abominations as you see at present in Newgate Market.

144. (*To Mr. Ross.*) Can you explain to the Committee where it was contemplated to get the extent which would be necessary for the erection of a dead-meat market, with all the roads and avenues to it?—The Corporation of London have proposed a plan which would take in a portion of Smithfield, including also a portion of the buildings around Hosier Lane. The Committee, the report of which has been read, wish to offer no obstacle to any arrangement which the Government may be pleased to enter into with the Corporation of London on that point. At the same time, if there can be no agreement come to with the Corporation, with reference to that portion of the area of Smithfield, the Committee are prepared to recommend a plan which would remove the market to the other side of Long Lane, but that would have to

be effected by the removal of an amount of property there, not very considerable, but which it is very desirable to remove as very bad and dilapidated property, and the destruction of which would be an advantage to the neighbourhood.

145. That would be property between Long Lane and Charter-house Square?—That area is now almost an open site; it was formerly occupied by the City of London as a portion of their market. There are some houses on the east side of Smithfield Bars which would require removal, and then you would get a space which we contemplate for the formation of a poultry market. I will give the Committee a plan which I have just sketched out; it is very imperfect, but it shows the idea. We propose to have a dead-meat market and a poultry market. It is desirable that there should not be a public thoroughfare through either of those markets; they are of themselves independent of each other; and there would be no evil, but, perhaps, an advantage, in having one separate from the other. We propose that the poultry market should be formed here (*showing the same*). This space would be ample to admit of it; it is quite enough, and perhaps more than enough; and we should be able to open Long Lane for the purpose of general traffic, and give accommodation to passengers through a street into Charter-house Square. It is very desirable that the market should be open on all sides. It would not do to put the market into a corner; that would be a failure. Here (*pointing to the plan*) we propose a meat market, altering the direction of Smithfield Bars, which is now very awkward. This market would be formed on a portion of the vacant site to the north of the line from King Street to Long Lane, formerly occupied by the old market; and we might remove all the houses fronting it on the north, which are very old, and have lost their trade by the removal of the market. It would be extended as far as Greenhill's Rents, and might be extended further up. Now this site, if properly laid out, would be sufficient for all the purposes of a dead-meat market. It is, as you see, larger than that proposed by the Corporation itself, on the opposite side. Taking the amount of space which I have enclosed within the solid red line, and dividing it off into shops, I find it quite sufficient to accommodate on this space about 232 shops, with thoroughfares.

146. Have you estimated the number of superficial feet which that market would contain?—There would be a little over two acres in the space included within the solid red line, and about two and a half acres in the extended space denoted by the dotted red line. I have not carried it further on the west side than the red line, because there is rather a rapid descent here into Holborn valley, and it is not desirable, if you can do without it, to have a hill in a market. But this plan would avoid that difficulty; there are about two and a quarter acres which could be divided off very properly into a sufficient space for 232 shops, giving fifteen feet frontage and twenty feet depth, with avenues up the centre, and lateral avenues as well, so that carts could drive in and deliver their goods and pass out again, going in one side and passing out the other. This is a diagram (*showing it*), which I have drawn up

merely to show our views with regard to the situation of this market. It would give an equal space to that proposed by the Corporation. The advantage of having a market here would be this, that you might carry out improvements in this neighbourhood, where they are very much wanted; you would be able to carry out those street improvements which have been proposed by the Corporation of London, and have been assented to and recommended by a Committee of the House of Commons. You would be able to have Long Lane widened and carried down into Holborn valley. You would remove the whole of this very bad neighbourhood. I have gone over every inch of it. I find that about 1,000 people are crowded together in these courts and alleys; that there are from three to four rooms in each house; that the occupiers pay about six shillings or eight shillings a week for the whole house; and they are the most deplorable class of the community that can be conceived. All that neighbourhood might be removed, and upon the site, supposing you brought a market here, there would be a profit with, which, it could be clearly demonstrated, you would be able to carry out the viaduct for the raising of Victoria Street. It would be desirable to do this, because you must have facilities of access to the market. We do not propose to have the market pushed into a corner. The access on the south side is good; on the north, of course, we should have to make it: but we are convinced that this property is now so bad, that by removing it, throwing it open, and rebuilding, the ground rents of the new houses would be amply remunerative for any undertaking of the kind.

147. You propose to place your new market upon the site of the Rose Inn, the Ram Inn, and St. Sepulchre's burial ground?—Yes. We could take the whole of that in, but it goes just below that. It just skirts St. Sepulchre's burial ground upon this solid red line.

148. Then we are to understand that your smaller area would exclude, but your larger area would include the burial ground?—Yes. It would just come on the edge of it. This is the site of the workhouse, and I dare say in a year or two it will be removed, and you would get ample space; in fact, you might extend in this direction most profitably as far as you liked, but it strikes me that this is space enough. I may say that now in the Corporation portion of Newgate Market there are only 49 shops. As near as I can come to a calculation, there are about 200 shops in the whole of Newgate Market. We provide here for more than that number; we provide for 232; and we could get, by extending it in this direction, where the red dotted line is, enough space for 284 shops; and I believe that that number would supply all the wants of the Metropolis for a very long time to come, perhaps in perpetuity, because many of the salesmen occupy the same shop. There is one place in Newgate Market where six salesmen go to the same shop, and there is an arrangement between the parties. Of course if there were a market here there could be good and well ventilated cellarage. A considerably larger quantity of goods could be put away than in the old market, because it is very inconveniently covered by buildings.

149. Some people have estimated that the present area occupied in Newgate Market is half what is necessary; do you think it sufficient to add 32 shops to 200 shops?—It is said that if there were more space the trade would very greatly increase, and I have no doubt that it would very greatly increase; but here we believe that the trade could make such arrangements among themselves as that, with a cellarage underneath and shops above, you could get ample accommodation; you could have double the amount of space actually in this market.

150. Do you not think that, when a new market is provided, it would be well that there should be ample room to place all the meat that comes into the market; and that although people now submit, at great inconvenience, to putting their meat in cellars, they ought not to be obliged to do so in the new market?—I have considered that carefully. With me, it is entirely a question of ventilation. It seems at the first blush a disadvantage to have meat in cellars, but upon consideration I cannot see any inconvenience in it whatever. You could have these cellars perfectly ventilated. It would be the interest of the butcher that his meat should not spoil; he would not put it there, and keep it there, and let it spoil. It would be merely a question of ventilation. That is all we should have to provide for.

151. Is it not the interest of both buyer and seller that all the goods to be sold should be seen; whereas, if they are placed in a cellar, they are not within sight of the buyer?—That is true; but, on the other hand, I do not believe that much meat would be put in cellars. It is brought there, and bought immediately, and taken away. The greater portion of the meat does not remain in the market long; it is taken away by the buyer rapidly.

152. One of your plans provides for 232 shops. For how many shops would the largest of your plans provide?—284; nearly 300 shops. I have given considerable space to these shops. I have no doubt that very many of them would be of much smaller size than I have allowed, so that the number might be increased. And I feel confident in my own mind, from having made inquiries in Newgate Market, that they would not want more for their trade. They are very anxious to remove Newgate Market. Every salesman complains of the want of accommodation. Of course they would say, vaguely, that if they had more space they could do two or three times as much business. They could do three or four times as much business on my plan practically. The difficulty in Newgate Market now is, that they have no access. It takes as long for a waggon, after it has once got into Newgate Market, to turn round and go out again, as to come from the Station to Newgate Street. They have but one access and egress through Warwick Lane, and that creates the difficulty.

153. Have you, in the course of your plan, considered what the expense of the proposal would be?—Yes. We should have to remove a considerable number of houses. There would be about sixty-six houses which would require to be removed; twelve from the north-east side of Smithfield Bars, twelve from the west side,

fifteen from Greenhills Rents, twelve from the north side of Smithfield, six from the west end of Smithfield, and nine from the north side of King Street, and those would give the space required for the market. I am a member of the Corporation of London, although not now working with the Corporation. If their plan can be carried out by the Government I have no objection to it whatever, but I merely offer this plan as an alternative; and, living in the immediate neighbourhood, I know its wants, and feel justified in bringing this plan before the Committee. As a member of the Corporation, I, of course, have had access to the prices which they have given for houses in different parts of London, which have been pulled down for the purpose of making improvements, and I have been able to come to a pretty accurate calculation of what would be the expense of forming this market. I apprehend that there are about thirty-six houses in Smithfield Bars and Smithfield which would be worth 2,000*l.* each. Now, that is more than they are really worth; but I have given an exaggerated estimate, in order that there may be no cavil. They have lost their trade to a great extent, and when it came to arbitration the sum awarded would not be so much as that. The amount at which I have estimated those houses is 72,000*l.* The fifteen houses in Greenhill's Rents I assume at 500*l.* each, that is 7,500*l.*, and probably the ground rents would be worth 15,000*l.*, that is 94,500*l.* The fifteen houses in King Street would be worth 22,500*l.*, and the whole expense of buying the property would be 117,000*l.*; that is an exaggerated estimate. Now, the cost of erecting the market I think would not be more than 75,000*l.* I have put it at 100,000*l.* with the view of being beyond the mark, so that no objection may be taken to the estimate as drawn up for a purpose. Supposing each shop to cost 300*l.*, and that you have 250 of them, it would take just 75,000*l.* It is not at all likely that each shop would cost more than 300*l.*; they might be built with iron and glass, with not too much brickwork and slate, which architects are exceedingly fond of; and I am quite satisfied that it could be done for that money. However, at the estimate I have taken it would not cost more than 217,000*l.* Now, that might be made a very paying concern. I find that in Newgate Market, in the Corporation portion, they pay 90*l.* a year for their shops at present upon an average. I know one person who pays 180*l.* a year for his shop; but the average is about 90*l.* a year. If we charged only 50*l.* a year, taking very nearly fifty per cent. off, we should then, upon this outlay, get a profit of about seven per cent. for this market alone, not including the value of the ground rents. You would necessarily have streets surrounding the market for the purpose of traffic, and for opening the market; and the ground rents would be of great value, as the houses in the streets would be occupied by provision dealers, and that class of people who, of course, would give almost any reasonable amount of money to be on the site of the market.

154. In the estimate of the cost you have included the purchase of Phœnix Court, St. John's Court, and Crown Court?—Yes, I

include the whole of those. I take the acreage; but I assume the value of the ground in addition to the value of the houses. I have said 15,000*l.* for ground rent. It is very bad property there, and that is more than it is worth. I have calculated the value of the houses. Of course it would require a surveyor to go over every house to know whether they are held upon leases, and how long the leases are, and to ascertain it with exactness; but I have taken the statistics of the purchase of property in the Victoria Street improvement and the Cannon Street improvement and elsewhere,—principally the Victoria Steeet improvement; and I have come to an approximate estimate in that way; and knowing the neighbourhood, and almost every house of business there, I am able to say that the values which I have given are rather in excess than otherwise.

(*Rev. James Jackson.*) There is another consideration, namely, that there is a railway, which has been already sanctioned by Parliament, coming from King's Cross to the Post Office, —an under-ground railway coming here (*showing the same*); and from the plans which I have seen of that railway, they propose to have a station at the bottom of Cow Cross Street.

155. (*Mr. Massey to Mr. Ross.*) Are you a member of the Markets Committee?—I am not.

156. Has this plan of yours ever been communicated to that Committee?—Never.

157. They are not aware of it?—They are not. This plan was merely suggested as an alternative if the Corporation plan is not carried out, though we, as a Committee, have no objection to the Corporation plan; but thinking that there might be difficulties raised by other parties, and that the Government might not accede to the Corporation plan, we are desirous of having this market established in the locality, and have selected this spot as the most suitable. In my opinion it is the better plan of the two. It is far better to have the market on this side than on the other. I believe that to the north of King Street is the proper site for the market. We are anxious that the hay market should be maintained on the site of Smithfield. There is no sanitary disadvantage in having the hay market there; it could not be injurious to the hospital, and the neighbours would prefer it. We think it right that the hay market should be maintained on the old site; but that the other markets should be on the north side of Smithfield; and the advantage would be, that if this site were kept vacant, we should have plenty of space for carts to drive up. Some objections have been raised to this market on sanitary grounds.

158. What is the whole area of your proposal?—A little over two acres, and the extended one is two and a half acres.

159. (*Mr. Brand.*) Is that in addition to the present area of Smithfield?—No; the addition is about one acre and three quarters.

160. Then am I to understand you to say that the whole area of the proposed meat market is about two acres?—The extended area would be about two and a half acres, which I think would be by far the better one.

161. (*Chairman.*) What are the limits of the property, which you conceive ought to be purchased, in order to make your extended plan of a meat market?—From Smithfield Bars on the east, Durham Yard on the west, and Greenhill's Rents on the north.

162. And the continuation of King Street and Long Lane, on the south?—Yes. I have merely put it down. I am not an architect or a surveyor, but that is the site where I think the market should be. It seems to me, considering the trade upon it, that there would be sufficient space, but it might be extended very advantageously and very profitably. There is room enough for it.

163. Supposing that it were decided that two and a half acres were not sufficient, but that four or six acres were necessary, could you then adapt your plan to those larger requirements?—I certainly could. I could extend it on the west side, for this property is very bad.

164. Would not there be the disadvantage that this property is placed on a hill, and could not be very well fitted in with a market which would be on the level surface?—The descent begins here (*showing the same*). It is not very great here, but there is a descent. That, however, I conceive could be remedied by the improvements which should be carried out, and which are imperatively required. This is some of the very worst property in London, and if you built new houses upon it you would have the very best property. You would buy it cheaply, and sell it at a very high price.

165. Have you calculated the expense which would be incurred by purchasing two acres more on the west of your proposed meat market?—I have, for the purpose of improvement. Suggesting those improvements, I have made a calculation of what would be the expense of the whole, and I should think that two acres there would be worth 30,000*l.* It is exceedingly bad property.

166. (*Mr. Brand.*) Have you reason to suppose that the two acres could be purchased for 30,000*l.*?—It cost 30,000*l.* an acre to buy Victoria Street; that was the average cost. This property is worse than the average quality of the property which was pulled down to make Victoria Street. You could not form a conception of it unless you went to see it. I go over that property every day of my life. The inhabitants are all paupers. The houses have no frontages. There are three rooms in a house. It is a scandal and shame, I think, that such property should be allowed to be in the City of London, where the ground is so valuable for the purposes of trade; it is a nest of paupers, and nothing else. There is a large space of three or four acres of ground occupied by houses of three rooms in each house, sometimes four rooms in each house, the rooms being about eight feet high, and there you will see seven or eight people herding together in these rooms, for which they pay 2*s.* and 2*s.* 6*d.*

each. I have estimated the houses to be worth 150*l.* each, supposing they are bought; they are not really worth 50*l.* each.

167. (*Chairman.*) You speak of Fox and Knot Court, and the adjacent court?—Yes; Fox and Knot Court, and John's Court. I have estimated the better frontages, of which there are 15, at 1,500*l.* each; eight others as worth 500*l.* each, four as worth 1,000*l.* each. There are twelve others; six being worth 600*l.* each, and six worth 100*l.* each, and sixty-three worth 100*l.* each; that is, taking the houses themselves, without the ground rents. The entire cost of it, upon that estimate, including an addition for ground rents, would be 61,000*l.* for the whole of that area; but if it were built upon, in connexion with the market, I venture to say that the ground rents there would be worth per acre 50,000*l.* In Victoria Street, where there is no thoroughfare, it not being open, they are paying 36*l.* ground rent for each house, which is at the rate of 75,000*l.* an acre. Surely this would be worth 70,000*l.* per acre. There would be an immense profit, necessarily, when you consider that it is in the City of London.

168. Could the market be extended northward from Greenhill's Rents from Cow Cross Street?—It certainly could, and that would be the most desirable way in my judgment of doing it. You would have this advantage:—By this map Victoria Street would be of very little use as a thoroughfare from the north for a market, in coming from the railways; it goes out of the line. Nobody coming to the market would go down Victoria Street and turn up West Street, but he would come down Turnmill Street. Turnmill Street and Victoria Street meet at Coppice Row. Turnmill Street goes a somewhat easterly direction and Victoria Street nearly due south. All the traffic would go along Turnmill Street, or if you bring the market higher up it would go down Cow Cross Street to get into the market; it would never go down Victoria Street, but this would become the public thoroughfare. It is very poor property. You could have this space on the north, and get ample space for everything you require to make a good thoroughfare, such as this might be made. If the gentlemen of the Committee have any opinion about the sanitary objections to a market, I beg to say that I have many functions; I am a medical man, and I think that there is a great deal of exaggeration about the sanitary evils resulting from a meat market. I should be very sorry to see abattoirs established in the City of London. It is not desirable that they should be so; they ought to be in the neighbourhood of the cattle market; all the cattle should be killed there which were not killed in the country; but so far as a dead-meat market goes I do not believe that there is the least sanitary injury to the public arising from its existence. I am quite aware of the following fact, and I would put it before the Committee, because I dare say arguments may be offered against my opinion:—I am quite aware that butchers exhibit a very high rate of mortality. I have the last census, which shows that they die in a greater ratio than other classes of the community, with the exception of one. I have attended butchers myself, and in almost every case

that I have attended it has been from some affection of the lungs. I have attended several in consumption, and many for bronchitis; the disease most frequently is connected with the lungs. I have never attended a case of what is called zymotic disease. When the cholera prevailed, and that is considered the type of the zymotic diseases, I am not aware that any case of cholera occurred in Newgate Market, certainly none in Smithfield. I have the statistics of cholera as it happened in the Metropolis, collated from some statistics published by Dr. Guy, a very eminent statician and observer. He ascertained that out of between 4,000 and 5,000 persons whose occupations were known, and who died of cholera, the proportions were something in this way (I have put it at so many to the thousand):—That, while weavers died in the proportion of 30 in 1,000, butchers died only in the proportion of 6 to 1,000; the lowest mortality from cholera is among tailors, namely 4 in 1,000; butchers are the next lowest, namely 6 in 1,000; so that, while I admit that the gross mortality from disease among butchers is higher than that of most other classes of the community, I do not admit, and there are no facts to prove it, that the mortality from zymotic disease among butchers is anything like so great as among other classes.

169. Would you attribute any portion of that immunity from cholera to butchers being in the habit of eating substantial and nourishing food?—I do; I think that it is owing to that, to a great extent. It is difficult to say when one begins to conjecture. There may be a tonic influence even in the atmosphere from the animal matters passing through it. I may observe, that butchers go to bed late and get up very early, 4 or 5 o'clock; they are exposed to all kinds of draughts, for their windows are almost always open, and to catching colds; and they carry very heavy burdens. You sometimes see a man carrying half a bullock upon his shoulders. All this affects the lungs. However, I have seen no statistics to show from what disease the mortality arises, but of this I am confident, that those diseases which are assumed to arise from decaying animal matters are not those of which butchers die.

170. Are you of opinion that slaughter-houses are pernicious to the health of those who reside around them?—I would not give an opinion upon that. I am now speaking from facts, but upon that point I have no facts one way or the other; all I know is, that a slaughter-house is a disgusting place. I should not like to have one near me; it is a nuisance to the nose, and what is a nuisance to the nose is offensive to the stomach; if a man purposes to take a dose of physic which is offensive to his nose it makes him sick before he takes it.

171. Do you think that the healthiness of the butchers would be any test to us of the emanations which come from a slaughter-house, since they are constantly in and about their slaughter-houses?—They get acclimatized from being always among it. That is one of the most perplexing questions with which a sani-

tarian has to deal. All I know is, that I am not aware of any zymotic disease affecting the inhabitants around Newgate Market or any other market. I know of disease arising in these localities, but I am not aware of any zymotic disease existing there.

172. Do you know what proportion of those who carry on the trade of butchers do frequent the slaughter-houses?—It is not known; however, I am decidedly against anything like abattoirs in the Metropolis. They are very offensive, and there will be no necessity for having them in connexion with this market.

173. Have you any further observations to make?—I would only observe, that I think if a market be established in the centre of London, with a railway communication, in a very few years you will find that nearly all the meat coming to London will be country-killed, and that the new market in Copenhagen Fields will be a superfluity; even now it is falling off. I understand from authorities well acquainted with the facts, that the amount of country-killed meat is increasing every year; and I am told that two thirds of the meat now in Newgate Market is country-killed meat. So that if you had a railway communication with the market that would increase so rapidly that the market in Copenhagen Fields would be hardly used.

174. (*Mr. Brand.*) Do you not confine your observations to the colder months of the year?—Still I apprehend that if you had a market in the centre of the Metropolis, even in summer it would decrease the business elsewhere; whereas, if it were in the suburbs, it would have this disadvantage:—A market in the suburbs,—say Copenhagen Fields,—would be far away from the southern parts of London. Now butchers, in close weather, especially when the weather is warm and moist and the meat spoils rapidly, are in the habit of coming from different parts of London two or three times a day; they get the meat as cheaply as they can, knowing that the salesmen must sell it. If you had a market in Copenhagen Fields they could not do that, and a great deal of the meat must spoil, to the great detriment of the seller, and of course at an increased price to the purchaser. Now a market in the centre would be an advantage in this respect. A man from the west end of London wants to buy hind quarters, another man from a low neighbourhood wants to buy fore quarters, and they like to have all the opportunities they can of suiting themselves, which can only be done through having a central market.

(*Rev. James Jackson.*) There is also a projected railway communication to the Eastern Counties.

175. (*Chairman.*) A subterranean communication?—Yes.

176. (*To Mr. Lardner.*) Have you any observations to make upon the subject?—Yes; there is one class whose interests should be consulted in the settlement of this question, and it is a very numerous one, namely, the poor buyers in the market. I know from experience that tons of meat are purchased in that market by the poor; they have it cheaper there than they can get it elsewhere, and if the market were removed to the suburbs it would totally deprive them of that opportunity,—it would add from 1*s.*

to 3*s.* and 5*s.* a week to their expenditure. It would be a very great hardship to all those families frequenting that market, and would greatly enhance the price to them.

177. Do they purchase at the end of the day, or at all periods of the day?—Directly the butchers have done those people gradually come into the market, and there are tons purchased by them.

178. And you think that it would be a disadvantage to them if they had to walk two miles to Copenhagen Fields?—They would never do it; they would be totally deprived of that great boon of buying in the wholesale market. The market being so central, gives them a facility of coming from all parts.

179. From what distance do you think the poor come to Newgate Market to purchase?—I think from a mile to a mile and a quarter. There have been persons coming much greater distances; but the mass of the buyers come a mile to a mile and a quarter from all directions, it being so central. It would be one of the greatest hardships upon the poor families of the Metropolis to remove that market out of the town.

180. Is it the coarser parts of the meat which they buy, or meat for which there is no other sale?—What is left. After the butchers have done the salesmen sell at a cheaper ratio than they do at other parts of the day. There is no question that, were the market removed to a larger site, there would even be still greater quantities come than now. I have heard from various parts, even the most northern parts, of Scotland, that if there were a railway communication to the centre of Smithfield meat would be killed on the mountains, and sent there in much superior quality than London has ever seen it.

181. Are those poor people of whom you speak in the habit of carrying away the meat which they buy in wheelbarrows, or upon their shoulders?—They are principally women, and they wrap it up in a shawl or a clean cloth. They come to purchase for their own consumption. The enhanced price would be a great cruelty to them, if the market were removed into the suburbs; and they are a class who appear to me to be totally forgotten in the settlement of this question. There are thousands of them; I am daily among them in this market. For the first time in the history of this market there has been meat brought in the extreme warm weather which has been killed in the extreme north of Scotland; and it has been said that that meat has kept better than the meat killed in Newgate Market or surrounding it. The latter is not in the same pure condition; the meat which is killed in London being over driven. I have no doubt that if a market were constructed there the meat would be cheaper to the poor than now.

182. (*Mr. Massey.*) Would not that be an argument for having several markets?—I think not. The poor would be able to get at a great central market what they could not get if it were separated into several districts; it would partake more of the character of retail shops.

183. Such a market as you recommend would not be accessible to the poor of Paddington, for instance?—No. I do not think many come from Paddington. Individuals come from an immense distance, but not the bulk of them; the bulk of them come from a mile or a mile and a half.

(*Mr. Ross.*) I would merely suggest that there is a viaduct proposed by Mr. Taylor. I contemplate having a street here (*showing the same*), and to remove the declivity. This street would run into the viaduct north of Snow Hill. I find that the ground rents would pay for that extension. To raise the valley would cost 333,000*l.*, or probably 400,000*l.*, without building a single street; whereas this would be done for 100,000*l.*, and you would get a great metropolitan improvement in connexion with that market if it were once set about.

(*To Mr. Bentley.*) I think that a few additional remarks may be made. In reference to the last observation of Mr. Ross, there is one point which has, perhaps, escaped him, which is rather a matter of importance with regard to the meat in the summer. I have suggested that if you had a market such as has now been spoken of, instead of keeping much meat in the summer, there would be a telegraph from the market to the slaughter-houses in Copenhagen Fields, and a butcher would give an order for meat in the market, which would be killed immediately, and sent to his place from the slaughter-house, and not come into the market at all. I apprehend that they would have agencies, and that the difficulty would be overcome in that way.

184. (*Chairman.*) Do you propose a telegraph along which private messages might be sent?—Yes; from the factor to the slaughterer, and then that the meat should be sent from the slaughter-house to the butcher, it being probably at his shop as soon as he got home. I think that that would be the practical way in which the difficulty in summer would be met. The chief point to which I wish to call attention (Mr. Ross having so exhausted the question of practical details as to make it unnecessary that I should go into that point) is as to the sanitary arrangements. It seems not to have struck anyone in looking at the subject that there is the possibility of having a healthy, salubrious, and respectable market. Travelling about in the world as I do, and having, of course, looked at the institutions in every part of our country, I am able to judge from time to time. My place of business is on this spot, namely, in Paternoster Row, therefore I can confirm most distinctly all the details which Mr. Ross has given. I must also say, in confirmation of what Mr. Lardner and Mr. Ross have stated, that this is a matter of great importance to the locality. Knowing the whole of England, I do not know a spot where there has been so repeated a variation in the circumstances of the people and in the value of property as here, therefore I think that the inhabitants there have a strong claim on the attention of government and on the attention of their Committee, to see whether it is possible to make any arrangement to meet the business requirements of the City, to establish a market convenient and suitable for supplying the requirements of

the locality, and, as a matter of consequence, having regard to the business of the City. I presume that most of the gentlemen of the Committee are aware of the Liverpool, the Manchester, and the Newcastle markets.

(*Mr. Butcher.*) There is just one little fact which I would name. You are aware that in the plan prepared by the Committee to relieve the Metropolis from the great traffic passing through it, and for general metropolitan improvement, there is a scheme which, from its sensibility, I think must be carried out, to connect the south side of London by a bridge and railway communication, with the underground station at the Post Office.

(*Mr. Phillips.*) There is one interest which I think we have neglected to mention, namely, the tavern and dining-room keepers. I think it very essential that the market should be retained in the centre of London for their benefit. We all know that the streets are overcrowded now; if you compelled any of that large class of buyers to go to a suburban district for purchasing meat, they must use a horse and cart, whereas they now draw it down by manual labour. That alone applies to provisions. I think it is one interest which should be considered.

The Deputation withdrew.

Mr. William Jee Prentice examined.

185. (*Chairman.*) Are you a salesman in an extensive way of business?—Yes; in Newgate market.

186. Did you establish yourself in the new market at Copenhagen Fields?—I made an attempt there. I was quite unprepared to find myself alone; but I was in a peculiar position. I was there solus for two months. I made the experiment as a branch. Having an impression that a market might be created there in conjunction with my own business, I took those premises, but, as you will find, I was unaccompanied by anyone.

187. How did it answer for you?—It would have answered but for the singular position of having no one there but myself. My friends all thought that I was doing more than I ought to do. I could have sold a great deal of meat only on the two days. I made no other attempt than for two days, the Monday's and Friday's trade. I found there would be no chance of selling meat on any other day there, situated as I was, isolated.

188. There was no deficiency of customers on the days on which you did establish yourself?—Not any; there were plenty of customers, and I could have sold a great deal more meat if I had it.

189. Then do you think that if a great number more salesmen had attended there, and had established sheds there, they would have had plenty of customers also?—On the two days undoubtedly, but not on other days.

190. Can you say why the other salesmen did not establish themselves there?—I think there are pretty good reasons. In the first place the toll was a very great obstacle. It was peculiarly obnoxious to them. They preferred paying a rental, but the City

thought proper to institute a toll; and although a small one, it was exceedingly unpalateable. It appears a trifle, but it was iniquitous in its mode of levy. They came round, and got the weights, and so on, and that is not pleasant to the salesmen. Of course it is somewhat inquisitorial that they should have to give an account of all the meat which they have sold. I believe that had it not been for that toll I should have had several companions at least.

191. A person came round on the part of the Corporation, and asked how much meat you had sold in the course of the day?—Each day I paid the toll myself. Of course I was obliged to conform to the usages, although I had remonstrated when I had taken the place; but they refused to alter it.

192. Can you state to us exactly what the toll was?—I think it was 1*s.* 2*d.* in the hundredweight or 1*s.* 4*d.* I am not quite sure; but I could tell you by a reference to my accounts.

193. (*Mr. Brand.*) Did they charge you the maximum toll allowed by the Act of Parliament?—I am not able to answer that question. I do not know what that might be; but that was the toll which was specified. I was not misled by them; they informed me that there would be a toll, and I at once said that I thought it would be unwise on their part to enforce it; but they said that it was part of their regulation, and that I must abide by it.

194. (*Mr. Massey.*) Is it a part of their byelaw?—Yes.

195. (*Chairman.*) Is there no toll in Newgate Market?—Not in that way. It is in the shape of a rent.

196. How is it levied in Newgate Market?—We pay weekly rents, and of course in that form we are happy to recognize it. We expect that there should be some remuneration, and in that shape it is not objected to. We pay such a handsome rental as embraces the toll.

197. At Newgate there is no account given of the amount of business transacted?—Not any.

198. Is there any other reason, do you think, which prevented the salesmen generally from adopting the new market?—I think there are others. One particularly would be the inconvenience of getting the dead meat to the Surrey side of the water. A very large portion of our buyers come from the south; the proportion is enormous. Where we have one customer on the north side I think we have eight on the south. It is so important a fact, indeed, that perhaps the evidence given with regard to Smithfield may be in recollection, that one third of the stock used to pass over Blackfriars Bridge out of the live market, which will give some idea of the enormous proportion on the south side of the water.

199. Then you think that the butchers who come from the south side of the river find it inconvenient to come so far?—Particularly so.

200. But if those butchers came to Copenhagen Fields for purposes connected with the live-cattle market, would it not then be more convenient to them to purchase their dead meat at Copen-

hagen Fields than to go two miles off to Newgate?—You must bear in mind that many of those butchers do not require to use both markets. With some it might be very well. Then they would have a very long distance to take heavy loads. I know that they object particularly to having to go all that distance with their dead meat. A great many of those butchers whom I speak of never buy the live meat, but buy entirely at the dead market.

201. As to those butchers who buy both live and dead meat, and who live south of the river, do you think it would be an inconvenience to them to have the dead-meat market in Copenhagen Fields?—I think in the general way it would. It would be in some few instances convenient; but the quantity of dead meat which they would require would make so long a journey of it that in some instances they would have to go fourteen or fifteen miles. We have a very large number round Clapham, Stockwell, Brixton, and even below Tooting, and all about there; and as to Lambeth, it is an immense place for persons in trade. A great many butchers come from there, and with the loads of meat which they carry it would be a great object to them from Copenhagen Fields; and moreover they would be unable to get back to their business in a great many instances.

202. What were the other inducements which acted upon the salesmen to prevent their establishing themselves at Copenhagen Fields?—I think that in many instances they were peculiarly situated; a great many had leases in the City, and the business would be kept there. I gave some degree of offence, I was going to say, but it caused a great deal of remark by my remaining at Copenhagen Fields. I was actuated by an impression of my own that it might ultimately become a large meat market; but I am bound to say that there are so many obstacles to it that I never expect it. I think it would be only the northern butchers who would be able to support it; and ultimately, if there was any other market, they would go there; where the greatest profit and the greatest variety of meat was, they would go.

203. Do you think that if Newgate Market was closed, a great market would not be established at Copenhagen Fields?—It must necessarily be so then, certainly, but you must bear in mind the numberless difficulties. You could not prevent anyone from carrying on business in the City in his own freehold house or premises; it would spread the trade about very much. No doubt you would find that Leadenhall would extend itself, and Whitechapel, and many persons would open places for wholesale business where they have now retail shops.

204. But is it not the interest of the buyers to go to the market where there is the greatest bulk of business done; and, therefore, would it not be their interest to go to Copenhagen Fields if the greatest proportion of the salesmen went there from Newgate Market?—I think it must be the whole body; I do not think any proportion would influence them. If the whole body were obliged to go, then, of course, it would be necessary; but it is a question of infinite difficulty as to what the effect might be. I have observed,

in my short experience, very great difficulty in influencing the market. It is not to be influenced; in fact, it is uncontrollable. I suppose there have been more failures with attempts to carry it out than in almost any enterprize that has been attempted; very nearly all the past markets which have been attempted have failed.

205. (*Mr. Brand.*) Still I understand you to say that if the City had levied a rent instead of a toll, the salesmen would then have gone to Copenhagen Fields?—I think that some of them might have been induced to try it; but, at the same time, I think that they would not have succeeded. I think they would have been something like myself, that after trying it for a time they would have relinquished it. To show that I am not interested in the matter, I have a house within sight of the market, my own property, where I reside. It would be peculiarly convenient for me to have to walk from there to my business, instead of coming two and a half or three miles.

206. (*Chairman.*) You mean within sight of the new market?—I live at Holloway. From the top of my house I can look into the cattle market.

207. (*Mr. Massey.*) Then do you think that if the market was transferred to Copenhagen Fields, and Newgate Market was shut up, there would be so great a development of the wholesale trade as would actually starve the new market in Copenhagen Fields?—It must necessarily follow that people would go for their meat where it was to be found.

208. Then you do not think that the wholesale dealers would greatly increase?—I think they would, undoubtedly; it is sure to follow. For instance, I could mention a person in Goswell Street who already does a great deal in the wholesale way. He has a large slaughter-house, and kills thirty or forty beasts a week. It would be particularly convenient for persons to deal with him. The same with St. George's Market, over the water. A great many butchers can go and buy carcases, but nothing like to the extent they would do if they were obliged to come that distance. It would augment the trade of those parties, and would also interfere very much with small butchers, who would have to keep up the competition with regard to the price of meat. I think you would find that the public would ultimately suffer by one large market, being, as it were, turned out of its centre, and persons being, in many instances, obliged to go and buy at a wholesale shop.

209. Has the wholesale trade increased in your experience?—It is increasing very much; for instance; a small butcher at Greenwich, who in the hot weather merely wants some steait meat, could not come all that way, and go up to Copenhagen Fields; he must go to one of his neighbours who is in the habit of slaughtering his own meat, and buy it of him; consequently, he would have to pay a little more. I think that it would interfere with the competition; that the public would ultimately have to pay a little more for their meat.

210. Do not you think that the public would benefit by the competition of the wholesale trade? Supposing the wholesale trade is greatly increased, would not the effect of that be, that prices would find their level more readily, and that there would be less facility in keeping up the artificial price of the article?—I should think that the removal of the market to Copenhagen Fields would not have that effect; I think it would only occasion a few carcase butchers opening on their own account, but would afford no benefit to the community.

211. You think that the increase of the wholesale trade would not be beneficial to the public?—Not in that way, if I understand you rightly.

212. I want to know whether, if the wholesale trade was greatly increased throughout London, the public would have greater facilities for obtaining good meat at a cheap price than they have now?—Yes, unquestionably; because there is a very large receptacle for it. We will say in such a place as the present site of Smithfield there is a very large meat market, with facility offered to carry on an extended trade in dead meat; no doubt the public would benefit by it very greatly. We find by our own experience, that every year a greater quantity of dead meat arrives.

213. You mentioned one gentleman who kills forty or fifty beasts a week?—Yes.

214. Supposing the number of persons engaged in that extensive way of business was greatly increased, do you think that it would be injurious to the public interests?—I do.

215. To the consumers?—Yes.

216. For what reason?—If there was not a large market for them to go to, small butchers would have necessarily to deal with wholesale parties, and the competition would not be so great, and they must pay them rather more for their steak meat, or whatever article they wanted; they must allow a certain profit to them; there would be nothing like the competition which there is in a large market.

217. The small butcher now cannot go to Smithfield; where does a small butcher in Paddington go now for his steak?—He comes to Newgate Market first.

218. From any distance?—From all parts round; we will say Paddington if you please. We have a number of customers there who come to Newgate Market for their dead meat.

219. A small butcher who keeps, say a day's consumption in warm weather, comes to Newgate Market now?—He comes every morning, probably with a cart, for his consumption. In some cases they get their meat home on omnibuses.

220. Then you think that the greater distance of Copenhagen Fields would put an end to that trade?—In a great measure it would with a very large section of the buyers. It would only be convenient to the northern butchers, who are not a numerous body.

221. (*Mr. Brand.*) At the same time the number of butchers on the north side of the river must be very much larger than the number of butchers on the south side of the river, must it not?—Decidedly the contrary.

222. (*Chairman.*) How do you account for that, since the population of London is so much more numerous on the northern side than on the southern?—I think it is to be accounted for. It happens that there are more persons on the northern side who buy their meat alive,—I think that is how it is explained,—persons who buy their cattle, and kill them themselves.

223. (*Mr. Brand.*) The butchers on the north side of the river are in larger business?—Yes; and they have been further away than even the others from a dead-meat market. We have had many more butchers from the south than we have from the north. I think it arises from the fact of the northern butchers killing their own animals.

224. (*Chairman.*) To what extent was accommodation provided in the new market for salesmen?—It was exceedingly insufficient, although I am bound to say that the City folks were anxious to do what they could to accommodate me. But when I took my place nothing was offered in the shape of accommodation, —not even a counting house. It was a very beautiful building in the shape of design and so on, which was of very little use to us as practical men. We had no means of putting up our scales until we devised some.

225. Supposing that the inconvenience respecting tolls were removed, do you think that the salesmen who now frequent Newgate Market would have such an objection to the new market at Copenhagen Fields that they could not be induced to go there if the present Newgate Market were shut up?—All those, like myself, tenants of the Corporation, would very readily fall into that view; but those who have leases of their premises would be retained there. They would be very much interested in retaining the market. It is a somewhat difficult point as regards that; that is one of the difficulties, and it is almost insuperable. A very great improvement might be effected in Newgate Market, should it be entertained. It has been suggested to me, only since I have been under this roof, by a gentleman down stairs, who gave me his name,—Captain Mackay, adverting to the old prison at Newgate as being almost useless at the present time, that if that old prison were removed, we should have almost all that was desired for a meat market as regards approaches to Newgate Market—one of the leading objections being the want of approaches. We have only one approach into the market, and not any way out; but if we had a thoroughfare through that market, and the extra room which that removal of the prison would afford, there would be every accommodation for transacting any amount of business there.

226. Is not the space occupied by the shops very insufficient now?—It is not so much that as the inlets and outlets. There is only one roadway in. It is only nine feet across into the market. I had it measured one morning. There is no possibility of two carriages passing, and the confusion is beyond all expression. Carts come in with goods; and, if they happen to meet, one has to back, in order to allow the other to pass.

227. Is there space enough to hang up and exhibit all the meat which is required to be sold?—I think very nearly so. I do not think that we suffer in any way by that, or our sellers either. We are agents for the country people who send up the goods.

228. We have been told that much of the meat has to be kept in cellars below, because there is not room to place it in the shops for sale?—That is only so in one or two instances. I never heard of anything of the kind happening excepting in one shop, and there they have not the accommodation which many have.

229. Have you room enough in your own shop?—I have plenty for exposing more meat than I have, if that were all. The evil is, the inlet and outlet. The thoroughfare is very bad.

230. How many shops do you consider that there are at Newgate?—Speaking in round numbers, perhaps 150. Then we have a companion to our market in Warwick Lane, Tyler's Market; that forms part and parcel of our market now; there is only a road between; there are a vast number there. That is what I should advert to, perhaps, as one of the difficulties in removing the market at all. You could not interfere, perhaps, with that body. They would be sure to break up the trade. Some would remain Wherever we are, we ought to be all together, and form one grand body.

231. You have heard that there is a plan proposed for erecting a new meat market in West Smithfield?—I have.

232. Do you think that if that were adopted the salesmen would give up their shops in the neighbourhood of Newgate Market, and go to Smithfield?—Not without they were thoroughly obliged to do so. I think a good many would take their chance, and serve their customers on their own ground. I think that would be one of the difficulties.

233. That if the Corporation were to close the market, still the salesmen who live in the streets adjoining to it would not be induced to remove to Smithfield?—Not without they were thoroughly constrained to do so by the falling off of trade, which, I apprehend, might not be entirely depended upon, because many would go where there was a supply. A great many persons are in the habit of dealing with Mr. H. Supposing he had those goods continually sent to him, they would go there, and consequently revive the trade.

234. Do you think that the buyers follow the salesmen, or that the salesmen follow the buyers?—I think the buyers follow the salesmen where there is a supply; according to the old saying, where the carrion is, there the crows will fly. Where there is a good supply of meat, the buyers will come; there is no favour or fee between buyers and salesmen; persons come to serve their own purposes.

235. (*Mr. Massey.*) You are a commission salesman for country meat?—Yes; that is my principal business. I never purchase for my own account, but I have a few things occasionally sent up alive to slaughter. I am not what is called a carcase butcher, but a meat salesman; and I have been in the market thirty-four years. I went in as a youth at thirteen.

236. (*Chairman.*) Is the amount of country-killed meat which comes to London much increasing?—Very much, indeed, every year. It has been so since I have known the market. It is more appreciated, I think, among the buyers than ever. I think the consumers like the country-killed meat better than that killed in town. They get accustomed to it, and they demand it of their butchers.

237. Supposing that the salesmen established themselves at Copenhagen Fields, and that the dead-meat market took place on the four days of the week when the live market does not take place, do you not think then that the buyers would come there?—I think not; I fear not. I should apprehend that it would be so far away, for a great many of them, that on the off days you would get none there but from the immediate neighbourhood.

238. Would they not come there for the purpose of getting a great choice of meat that had been killed in the country or elsewhere?—If they could get it without all that trouble they would; and I think a great many of them would find means of saving themselves that difficulty. I think they would find an easier mode of getting their supplies, either by going to the large carcase butchers, or going to those who would supply them without all the journey. On the Mondays and Fridays it would be all very well for them, having other business there; but they would not take the trouble to go to the dead-meat market every morning as they do now to Newgate Market. A great many of the men on the southern side buy entirely dead meat. I can name many customers of mine, some from Clapham and Brixton, and all round there, who get their supplies entirely in dead meat, and I think they would not come up every morning so far as Copenhagen Fields. It would make the journey and the undertaking too great for them. They would devise some other mode of getting their supplies, either by buying all their meat alive, or going to some carcase butcher. It would create another trade altogether. We should have a great many persons open wholesale establishments who now belong to our market, and our market does not consist alone of meat salesmen, but we have many carcase butchers in our immediate neighbourhood. I do not know whether any of you, gentlemen, are aware that some few years ago a neighbour of mine, Mr. Deputy Hicks, proposed a plan of Newgate Market so as to make it available for all purposes.

239. Do you think that the present site of Newgate Market could be extended?—I am sure it could.

240. How?—In three different ways. In the first place there is the old Oxford Arms Inn in Warwick Lane; there is a long extent of premises there, which is almost useless now. Formerly the old waggons used to go up there and unload, but now there is no such thing there; it is only a few carriers that go down that yard, and a few butchers put up their horses and carts, but it is an extensive place, leading quite into the Old Bailey. And then, in the event of the old Sessions House, which, I am informed is so very inefficient, coming down,—which it must do at some time or

other,—we should have room enough to transact any amount of business in dead meat without incurring the heavy responsibility and difficulty of finding these men restitution for their property.

241. Do the poor buy the refuse of the market to any very great extent in small pieces?—They do. We do a great deal in that way on Saturdays after the majority of the best parts are sold out; and we have a quantity, perhaps, of fore quarters of mutton,—plain, but wholesome food; anything not quite sightly. Our men get rid of this among the poor people very rapidly indeed, and with great benefit to them.

242. From what distance do you think those poor people come?—I happen to know myself that they come four or five miles. Living at Holloway, I have heard of poor people around my own neighbourhood going into that market, and also from the other side of the water. They come further than from Lambeth, Vauxhall, and all round there, and take home their joints,—these little articles,—we will say, of shoulders and legs of mutton,—Scotch sheep, not very sightly, but good eating.

243. Then, if the market were removed from Newgate to Copenhagen Fields, would they still take the trouble of going that distance to make their purchases?—I think not; only the northern portion.

244. But you think that people within the range of four or five miles from Copenhagen Fields would go there?—Most certainly.

245. I understand you to say that now they go four or five miles?—They do. For an hour or two on Saturday evening, after the wholesale people have finished, the poor people buy the meat and take it away.

246. On other days as well as on Saturday?—No; very few, only occasionally; there is nothing of any importance on the other days.

247. Have you any other observations to make?—There is a body of persons who are very much interested in having a large market, namely, the tavern and hotel keepers. The cause of the present state of things, that people are able to get such good entertainment at the hotels, is the cheap mode of getting their meat. We have more customers now than it was possible to have calculated upon. When I was first in Newgate Market there was no such thing as either cook-shop keepers or tavern keepers coming to the market to buy their meat, but the butchers used to serve them; now it is otherwise, and they come to the market themselves.

248. And you think that if the market were removed to a distance they would not come?—Just so. It would oblige them to go to their butchers in many instances, and I have no doubt the public would feel it. If you go into any of the City houses, for instance, to dine, it is remarkable how good the fare is and how cheap.

249. The tavern keepers are able to buy more cheaply in the market than they could at a private shop?—Very much so. They

buy, perhaps, an article which a butcher does not quite like the look of, and which is not quite sightly for him, but is equally good eating, and they save a great deal in that way. I would observe that I have three shops altogether in Newgate Market, and I have a roadway interrupting, consequently I am sometimes entirely cut off from communication with one shop. I have to keep a man there to look out.

250. (*Mr. Massey.*) Have you lately looked at the evidence which you gave in 1849?—Yes; I did so the other day.

251. Do you still adhere to it?—I have nothing to recall. What I stated then was my own conviction, and it remains so at this moment. If the market was improved to a certain extent, I for one conceive that it would answer every possible purpose; you could not remove it to any place with great advantage.

The witness withdrew.

Adjourned.

Thursday, 3rd April 1856.

PRESENT:

The Right Hon. W. Cowper, P.M. in the Chair.
The Hon. H. B. W. Brand, M.P.
Wm. N. Massey, Esq., M.P.

The following Memorial to the Committee was read:

To the Right Honorable William Cowper, M.P., President of the Board of Health, and the other Commissioners appointed to inquire and report upon the Site of a Metropolitan Meat Market.

Gentlemen, Newgate Market, March 3, 1856.

We, the undersigned meat salesmen, are informed that you have been appointed, by Her Majesty's Ministers, to inquire and report whether the site of Smithfield is suitable for the erection of a wholesale meat market for the supply of the Metropolis.

We are, as salesmen, deeply interested in this question, and having from our long experience acquired, as we think, the means of forming a just estimate of all its bearings, we have agreed to the following statements, which we respectfully submit to your attention, and we solicit the favour of an interview that a deputation may answer any questions upon the subject upon which you may desire further information.

Our predecessors in business, and some of our own body, have been examined at various times before Parliamentary Committees and a Royal Commission engaged in inquiries respecting the Metropolitan Meat Market, when the opinion has been uniformly expressed that it is of the utmost importance to the trade and the public that the wholesale supply should be conducted in one market, and that such market should be situated as near as possible to the centre of the Metropolitan area.

As population increases a corresponding increase in the demand for meat of course takes place, and, in consequence of the facilities which are furnished by railroads and steamboats for bringing killed meat to London from a greater distance in a shorter time, it is believed that the proportionate increase is greater in meat than in *live* animals brought to the cattle market.

This great augmentation in the supply of killed meat has created a corresponding demand for additional market-room. It furnishes, however, the strongest evidence of the importance of having one *central* market; for although, in the suburbs of London, various markets have at different times been provided with abundant space for the sale of meat wholesale, they have been in many instances comparatively, and in some entirely disused by the trade, which has concentrated in Newgate Market, and, failing to find accommodation there, has forced itself into the surrounding streets, to the inconvenience of the trade and to the interruption of general business. It is not difficult to find reasons for these facts. Every district of this large Metropolis is inhabited by various classes of persons, and butchers who carry on trade in these localities are obliged to make provision for the tastes and wants of all their customers.

By resorting to a central market from every part of the suburbs, butchers are enabled to obtain articles of every description in such proportions as they require them. Whereas if there were several wholesale markets in different parts of the Metropolis, it would be impossible to adapt the supply and demand to each other; an object of the deepest importance in dealing with so delicate and perishable an article as meat. We are of opinion that the site of Smithfield is well adapted to the purposes of a wholesale meat market; it is as central as the present market, much more spacious, and could be surrounded with many more and better means of access.

Besides which, there is at Smithfield an extensive space already clear of houses, and if the public convenience requires our removal from the spot where we and our predecessors have for centuries conducted our business; we respectfully submit that whether that open space shall be found to belong to the Crown or the Corporation, it ought to be dedicated to the purposes of a meat market, without any charge upon the trade.

We are told that to clear ground in the centre of the Metropolis, costs from 35,000*l.*, to 100,000*l.*, an acre; and as the construction of a new market with suitable roads around it would require four

or five acres, it is impossible to shut our eyes to the fact, that the cost of purchasing and clearing an adequate site, and building a market, would amount to a sum, that it would be quite impossible for the trade to meet. It may be said, as middlemen standing between buyers and sellers, that we should not have ultimately to bear the increased charges which may result from a change in the present system of doing business. Whether these extra charges were occasioned by an enormous price paid for the site, or from any other causes, we are aware they must ultimately fall with increased weight upon the consumer or the producer of the article, but still they would first fall upon ourselves, and we consider this is a motive sufficient to induce us to urge the foregoing facts upon your consideration.

When we had the honour of an interview some time since with Sir George Cornewall Lewis, we stated to him the objections we had to the payment of market toll upon the articles sold, instead of a rent for the space occupied by the salesman. We think it right to state, that we retain the opinion we then expressed. The levying of a toll upon the quantity of goods sold, appears to us inquisitorial in its character, and calculated to repress legitimate enterprise. We forbear from enlarging upon this subject upon the present occasion, as, wherever the market may be placed, our objections to a toll will be equally applicable.

In conclusion, we take leave to report, that in our opinion, as practical men, the site of Smithfield is under all contingencies the very best spot that could be selected for a new meat market; and if the projected railroad to the market, in a subway, could be carried into execution, so as to bring all articles from the provincial railways, and also establish a quick and cheap communication with the cattle market at Copenhagen Fields, we are of opinion that it would be of the greatest importance to the supply of the Metropolis.

Names.	*Addresses.*
B. W. Frost,	10, Newgate Market.
Benjamin Venables,	4 & 5, Newgate Market.
D. Andrade,	2, New Newgate Market.
W. J. Bonser,	20, Newgate Street.
Thomas Butler,	22 & 23, Newgate Market.
T. W. Firmin,	24, 25, & 26, Newgate Market.
Hy. King,	18 & 19, Newgate Market.
R. L. Lankester,	2, High Street, Whitechapel.
R. F. Potter,	25, Newgate Street.
Thomas Taylor,	12 & 13, Rose Street, Newgate Market.
Thomas Woodley,	74, Aldgate High Street.

Mr. VENABLES,
Mr. BONSER,
Mr. BUTLER,
Mr. FIRMIN,
Mr. KING,
Mr. POTTER,
Mr. TAYLOR, and
Mr. JAMES PEARCE (Solicitor),

A Deputation from the Newgate Salesmen, were called in.

252. (*Chairman. To Mr. Pearce.*) Has there been a general meeting of the salesmen of Newgate Market to appoint the present deputation?—There has not.

253. By whom were these gentlemen appointed a deputation?—Those gentlemen are part of a committee of the Meat Salesmen's Association. It was determined at a meeting of the Committee of the Association, that these gentlemen who are certainly the largest meat salesmen in the market, should represent the body here—I take upon myself the responsibility of saying, that they represent the largest firms in the market.

254. (*To Mr. Venables.*) Is it the opinion of yourself and of the committee of the Salesmen's Association, that Newgate Market is at present insufficient in extent for the accommodation of the trade?—Quite so, at the present time, on account of the growing nature of the trade.

255. To what extent do you think the accommodation ought to be enlarged to meet the wants of the trade?—I should say the extent at the present time is not half sufficient for the requirements of the trade.

256. Could you state generally what you think should be the size of each shop?—I certainly cannot state that at the present time without measurement. I know my own shop is rather an extensive one, and the other gentlemen here have extensive shops, but I am sure they are inadequate to the business which we transact, so as to do justice to our employers' articles.

257. You think that the shops occupied by the salesmen in Newgate Market now all not large enough for the amount of business which is transacted there?—They are not.

258. Do you consider that there should be an additional number of shops also?—I think it would be a great advantage to the public if that were so, because the accumulation of country-killed meat is growing to a very great extent; I only know, in my own career, Newgate Market was amply sufficient 10 or 15 years ago, but it is far from being so now, on account of the immense facilities afforded by railways in bringing dead meat to the market, and the beneficial effect it is to the farmer, by his being enabled to slaughter his animals upon his own farm. I know in the case of parties from whom I receive meat the farmer used to be in the habit of sending up his animals alive to the market, but he finds now that the manure, which we consider here in London to be a nuisance, he can turn to a very great account, and he slaughters his sheep, packs them in bags, puts them on his own waggon.

takes them to the station, and they are brought up to the market, It is not only advantageous in that point of view, but there is also a saving—we consider that sheep killed in the country will weigh more than if they are brought up alive by rail.

259. Have you any information to give us which would show what proportion of the increased supply of meat is brought killed into London compared with that which is brought alive?—The increase of the meat is very great, whereas the increase of live animals has not been so very great within these few years, and it is my opinion that the live meat is likely to decrease, and I feel positive that the dead meat must increase.

260. Does it become necessary to use the slaughter-houses which are in Newgate Market for the purpose of hanging up meat which is for sale?—They are used so now because the space is insufficient.

261. So that in considering the area which is now employed in Newgate Market for the sale of meat we must include the slaughter-houses as well as the shops?—There are very few slaughter-houses now in the market; there were originally slaughter-houses, and parties used to use them as slaughter-houses, and used to have live stock consigned to them to kill from Scotland and other parts. That has in a great measure gone off, and therefore those parts now which were slaughter-houses are used for the sale of meat.

262. I was alluding to the little places at the back of the shops in which sheep are slaughtered.—There are some shops in which they slaughter their sheep there now; they hang their meat there in the morning because the slaughtering does not commence till the business of the market is over; the person having articles to slaughter dares not slaughter them till he sees how the trade is.

263. So that the same place would serve for hanging up the carcasses of the sheep in the morning, and killing live sheep in the afternoon?—Yes.

264. Are there any slaughter-houses for beasts still in use in Newgate Market or the neighbourhood?—Yes, there are two.

265. Not more than two?—No.

266. Can you state what the number of places used for the slaughtering of sheep is?—I should think upon a rough calculation there are not more than about fifteen to twenty; twenty is the outside I should think.

267. In forming a new market should you consider it necessary that there should be slaughtering places for sheep in the immediate vicinity of the market?—I do not think so; I can only state, as an instance, that last year we received meat from Scotland every day through the year, and the meat we receive from Edinburgh would keep longer after we received it than the meat which was slaughtered in London. The parties who are in the habit of sending to us at all, now make it a principle to endeavour, as far as they possibly can, to dress the meat in a very superior manner to what it used to be done in, and to pack it in a superior manner, so that a person at the west end of the town will give more per

pound for meat slaughtered in the country, because he can supply his customers with more satisfaction than for meat which is slaughtered in London. I might have 200 sheep sent me from Edinburgh to-morrow, 100 alive and 100 dead, and I could make nearly $\frac{1}{2}d.$ a pound more in the case of those sheep which are sent to me dead than those sent to me alive. The expense is considerably less. The railway companies are doing all they can do to keep the expense of the dead meat down, because it has been asserted to me that the carriage of the live stock barely pays them.

268. (*Mr. Brand.*) Are we to understand that country-killed meat bears a higher price in the market than town killed-meat?—Yes, when proper care is taken in the slaughtering and in the packing of it. There are many persons who slaughter meat in the country who are such novices at their business, that they do not employ expert hands in the slaughtering or the packing of it, and therefore the meat will not arrive in such good condition as it does where care is taken.

269. (*Chairman.*) I presume the convenience of those who sell meat will always induce them to send some sheep up to London to be killed in London and afterwards sold in the market. Do you consider it would be necessary that those sheep should be slaughtered either in the market or in close contiguity to it, or might they be slaughtered at some distance and brought in by some conveyance?—I think it would be better if they were slaughtered near to the market. I think meat which is killed 15 miles away from from the metropolis would receive a preference to meat killed near the metropolis, because meat killed away from the metropolis will get stiff and keep longer than meat killed in the metropolis.

270. In forming a new market should you think it absolutely necessary to have slaughter-houses attached to it?—I do not think so myself. There would be many opinions upon it, but I do not think myself that it is necessary.

271. (*Mr. Massey.*) Does the demand for meat in Newgate Market vary much?—It varies very much in accordance with the weather; we have a great fluctuation at the present time, from the last week to this, on account of the weather, the weather being likely to be warm, if butchers have a stock of meat in their shops they do not consider it prudent to come to the market and purchase more meat in addition to it.

272. You have said that the supply of live meat is on the decrease you think?—According to the population.

273. Does the increase of the supply of dead meat from the country go on visibly yearly?—Very much so.

274. Do you think that it is nearly developed now?—No, I think we are only in our infancy with regard to our dead meat, and I feel convinced that there would be a very large increase indeed in the event of a spacious market being provided in the centre of the metropolis, to which parties from all districts, north, east, west, and south, could come to purchase the different articles they require. At the present time there are many west-end butchers who purchase things alive but send a great deal into

the dead meat market to be sold again, because the part which they cannot dispose of the east-end man requires. A west-end man can sell a considerably larger quantity of the superior to what he can of the inferior parts, therefore the market being in the centre of the metropolis all parties are brought to bear upon the article which is sent. I think so far as my own opinion goes, and indeed I know it for a fact, that many butchers who used to buy alive do not buy alive at all now, because the market being placed at the extreme point they find the inconvenience of attending it is so great, and the expense bearing upon it so large, that they must say we decline doing so, and come to the dead meat market, and they do so.

275. Do you calculate upon a regular supply of dead meat?—It does not vary very greatly.

276. (*Mr. Brand.*) Is not there a great difference between the supply in winter and in summer?—Yes, the demand in summer time is much less, but even in summer time the supply has very much increased.

277. (*Mr. Massey.*) How long does it take to convey dead animals from Edinburgh to the London market?—About 19 hours from Edinburgh.

278. (*Mr. Brand.*) Can you give us any precise information as to the amount of the increase of the dead meat sold at Newgate? Are there any accounts kept by the Clerk of the Market?—No, I do not think there is, but the increase is very large indeed. I think if there were a large central market made in Smithfield, or anywhere else, and a railway were brought to it, the increase would be very great indeed.

279. (*Chairman.*) Looking prospectively, you think the accommodation to be provided for a central meat market should be very much greater than now exists?—Yes; the convenience for the loading and unloading the meat is of very great importance, which we have not now. It seems to be a strange thing that there should be such a spot at Smithfield, which is in the City and yet out of the City—it lies on one side;—it does not seem to interfere with the traffic. When we had a large traffic this morning all along Newgate Street, Smithfield seemed quite quiet.

280. Do you think that the amount of space to be provided in the new market should be three or four times as great as now exists at Newgate?—Newgate Market has quite outgrown itself. You have to go over a large space of ground even now in Newgate Market.

281. Can you give us an idea of the extent of area which would be necessary by comparing it with what now exists at Newgate?—I should think it would require three or four times as much.

282. (*Mr. Brand.*) What do you consider the present size of Newgate Market?—I should suppose that it stands upon an acre and a-quarter; but all Newgate Market is not appropriated to the sale of meat—there is the poultry market, which takes up some space.

283. What area do you consider is covered by the shops of the salesmen in and about Newgate?—I should think it must be about an acre and a quarter.

284. Do you consider that four times that area is necessary?—Yes, I think so, for waggons to load and unload and for the convenience of carts.

285. (*Mr. Massey.*) Do the same customers who consign dead meat to you in favourable weather consign live meat to you in hot weather?—Some of them do, and we slaughter them. So far as my own business goes, we have some sent alive and some dead. We use our own discretion whether they shall be sold in the live market, or whether they shall be slaughtered.

286. Would it be convenient to have, in the vicinity of the dead-meat market, the means of slaughtering the live cattle which are sent up in summer time?—Yes; it would be convenient, but I do not myself apprehend that there is a necessity for it. I think it would be better to leave the market as a wholesale meat market, without anything else being added to it.

287. Without any slaughter-houses being placed contiguous to it?—Yes; I feel convinced, so far as I am able to judge, that we shall receive meat in that condition that we shall not require it to be brought alive.

288. (*Chairman.*) Are you of opinion that it is generally convenient, both to the salesmen and to the butchers, that the live and the dead meat market should be contiguous?—I think it would be so, provided they were in the centre of the Metropolis; but I think that the inconvenience now experienced by the trade, in being compelled to go an immense distance to the Metropolitan Market, is so much felt that the salesmen there find they do but little business on some days, as the buyers cannot afford time to go so far.

289. When the Smithfield Act was passed, it was expected that a dead meat market would be established at Copenhagen Fields; can you state to us why only one salesman has established himself at Copenhagen Fields?—Because we have felt, as practical men, that it would be of no use for us to go to a market where we could not get a concentration of customers.

290. Do you believe that, if a considerable number of salesmen had established themselves at Copenhagen Fields, the customers would not have followed?—I do not think they could. I think other markets would have been established in different localities.

291. Would not you have had on one spot, on Mondays and Fridays, those butchers who buy both live and dead meat, or either live or dead meat?—On Mondays we should. I do not think we should on Fridays, and the other days we should have had none at all, because the inconvenience and expense of attending a market at so great a distance and bringing meat from the market to the butcher's shop is very great. We have men from Woolwich, Deptford, and Greenwich. Their finances, in one respect, compel them to come daily, and we are compelled, as salesmen, to make our returns quickly—the quicker we do so the more meat we receive,—therefore we could not say to parties who

send us meat, you must only do so on Monday and Friday. We make sales every day, and it is often in the middle of the week when our trade is the greatest.

292. Your apprehension is that the customers would not move to Copenhagen Fields even if the salesmen did so?—I am sure even if we were to go there we should stand alone. There would be other markets established in different localities, and there would be men raised up to supply many of their neighbours, the larger butchers we will say. A retail butcher may be able to purchase a quantity of cattle alive, and his neighbours within a certain distance of him may not be able to do so; he would purchase cattle and slaughter them and retail them out to those butchers. The men who purchase of that butcher would lose entirely the benefit of coming to a wholesale market to purchase their meat first hand.

293. Do not you think generally that a butcher who wishes to purchase would prefer to go where the great bulk of the meat is to be sold rather than go to any small place of sale, since he has a better choice in a large market, and therefore if the salesmen establish themselves at Copenhagen Fields those who wished to purchase advantageously would be obliged to come, at whatever inconvenience to themselves?—The great difficulty is, as far as my experience goes, that it is so easy to lead, but so hard to drive, and I feel convinced in my own mind that men would not go. They would put up with any kind of shift they possibly could. The trade could not bear the burden of the expense, nor could they give the time to it. If we cannot in a measure insure a sale, the meat must perish, and the only way in which we find we can insure sales is to bring all parties to bear upon the articles exposed for sale, that is the only way in which we can realize the real price of an article. But if the market is placed at the extreme point, and we can only get those parties who are near to it to purchase the article, the article they want and the article they purchase will fetch a high rate, and the article they leave behind will be lost.

294. Do you think that the purchasers who come from the southern side of the Thames bear a large proportion to the whole number of purchasers?—They are the largest proportion. There is the largest consumption of meat to the south. The northern is the smallest; the east also is very important. There is one class, a very important body of men, who are becoming more so daily, and that is the eating-house keepers. This morning, for instance, when the butcher had gone home the eating-house keepers came in. We receive our advices from the country saying that we have a certain quantity coming to-morrow, and we feel inclined, having received those advices, to let the eating-house keepers purchase their meat at a reduced price, because as we have a large quantity of meat left, and a large quantity to come, it will be best for us to make sales at the earliest period possible. By coming to a wholesale market the eating-house keeper is able to supply the public at a cheaper rate. So much has the increase in that trade

become that I have myself five or six times, when in the city, been compelled to wait at those houses before I can get a seat. That class is important now as helping to clear the market, and also as providing for the public wants at the cheapest possible rate.

295. What would prevent those men going to the new cattle market if Newgate Market were abolished?—The distance and the expense: they must keep horses and carts. Then also there are the poor; after your trade with the butchers and eating-house keepers is over, there are a few straggling pieces left about; in themselves they appear nothing, but when those poor people come in they purchase them at a low rate and it makes money, and that money being returned to the sender of the article, it increases the price which he receives for the article.

296. I suppose you know that it has been in contemplation to establish a railway under ground, between the centre of London and the new market at Copenhagen Fields. If that railway were ever made, and there were traffic at a cheap rate, those objections of yours would fall to the ground, would not they, provided a person could be carried within a quarter of an hour from one point to the other?—Yes, to some extent, but I think the importance of it would be very great with regard to the receiving of the meat. I know a party now who sends his things up from the country in the most beautiful condition, which puts on one side in a great measure the necessity for slaughtering in the metropolis.

297. The new cattle market at Copenhagen Fields is as near to the railway stations, is not it, as the centre of London?—Yes, but the great difficulty we should find would be that it is not near to the purchaser of the article.

298. If the purchaser could come by railway, that additional distance would probably not be such as to inflict upon him any material inconvenience?—Though the railway would be an advantage to a person attending that market so far as he himself was concerned, it would be none so far as his meat was concerned. If he purchased his meat he must put it on to the railway, and then he must unship it again from the railway to take it home, and by the time he got it home he would find that it cost him a great deal of money, and was almost perished.

299. Do you think the railway would injure the meat?—I do not think the railway would injure the meat, but I think shifting it about from the railway to the buyer's cart would. The railway would be a great advantage to the central market.

300. You mean that handling the meat more than is necessary is injurious?—Yes; I know a party at the present time who sometimes is in the habit of sending hundreds of sheep a week to the market; he packs them in cloths and straw upon one of his own waggons, puts his horses to it, brings it to the railway, and puts it on the railway, and the meat is never removed at all. Butchers have often said to me, if it were not for pleasing the sight of the public by having meat hanging up in our shops which we kill ourselves, how glad should we be to have all our meat dead.

301. Do you mean that the purchasers prefer meat which has been killed by butchers to that which has been purchased dead?—The meat they buy dead they consider of greater value to their customers than the meat they buy alive.

302. (*Mr. Massey.*) Do you occupy premises adjoining Newgate Market?—I am a City tenant, in the centre of the market.

303. You do not occupy premises in any of the streets adjoining?—No, not for my business; I have premises adjoining the market.

304. Do you think the existing available area of Smithfield Market is sufficient for the purposes of a dead meat market?—I think it could be very easily made so. A very small portion of property might be purchased to make it a little shapeable.

305. (*Mr. Brand.*) How many acres do you consider now available at Smithfield?—I believe it stands on about four or five acres.

306. That is not on one spot?—No, it lies at extreme points. We consider it better, both for the buyers and also for the salesmen, that the meat should be concentrated together as much as possible.

307. I understand you to say you consider five acres necessary?—I should think so, but I am of opinion that the meat will keep on increasing the more the railways are extended. I think the beneficial results of receiving meat dead are so great that the trade will increase. We receive very few pigs alive from our home counties.

308. Do you object to the system of levying tolls in the market?—I object to it on the ground of its inquisitorial nature, and from the barrier it must cause to the trade.

309. If the market were established at Smithfield, and the tolls were levied, do you think it would be fatal to the success of the market?—I think it would injure it very much, it would levy so great a tax on the party sending the commodity that the public would find the article would not increase to that degree it would do when it is kept free and open.

310. Do you consider the practice of levying a toll at Copenhagen Fields has been injurious to the successful working of the dead meat market there?—No; if the place had been a place where we could have carried on our business at all, we should certainly have made a stand against it, upon the broad principle that we consider the more a trade is fettered the worse it is for all parties engaged in the trade. In the event of the market being built anywhere, I feel convinced myself, that all the salesmen who wished to take stands would be very glad to pay their 10 to 15 per cent. upon the outlay on shops sufficient to carry on their business; I do not say the trade could afford to pay for embellishment, and everything of that kind; it is not required by the trade.

311. (*Chairman.*) If a sufficiently large market were established on and near the site of the old market at Smithfield, a very large expense would have to be incurred in the purchase of ground which is now occupied by houses. Do you think a large sum could be raised from the trade who sell in the market, in order to meet that expenditure?—I am quite sure of it. I can only state with

regard to my own shop at the present time, that I believe to the best of my recollection it cost 300*l.*, and I think I have been there nearly 20 years, and I have paid 3*l.* 12*s.* 6*d.*, or 3*l.* 15*s.* a week. Now I should be very glad as a capitalist to invest my property at that rate.

312. You do not think there would be an objection even to increase that amount of payment, if better accommodation were provided?—I do not think there would be any necessity for increasing it.

313. Supposing the necessity arose, do you think it would be a difficulty which would stand in the way? Would the salesmen be unwilling to pay more rent for their shops in the new market than they do now?—I do not think they would, provided a judicious outlay of capital were made, to make the shops suitable for the transaction of their business. I think they would be very glad to pay 10 or 15 per cent on the outlay of money upon their shops.

314. Do you merely contemplate in that outlay, building a market, or the purchase of very valuable land at a high rate?—Building the shops would not take three per cent. I should be very glad myself, in case we, as a body of salesmen, were concentrated upon the one locality, to have a shop at the same price, of the same dimensions as my present shop; if it were of larger dimensions, I should be very glad to pay so much more in proportion than I pay at the present time.

315. Do you mean that you are prepared to pay a much larger amount for the same space that you now occupy?—I do not think it would be required of us.

316. If it were required, do you think you should be prepared to pay more?—I think myself, there is no doubt that would not be an obstacle, provided a suitable place were found.

317. I understand the Deputation advocate a central market. Have they at all turned their attention to the very great inconvenience which must always attend a central market, from the blocking up of the approaches to that market?—The inconvenience attending the present market would be obviated altogether; because, at the present time, the only private part of the market, if you may so call it, is the very small area in which I had the pleasure of meeting you when you were there on Saturday fortnight. That is the only part which we may call a private part, where their business is transacted. The other part is all on the public thoroughfare.

318. I was rather considering the way in which carts are likely to accumulate in all the approaches to a market in the centre of London. For example, the approaches to Smithfield are not very wide, and if a much larger number of carts are to be brought into Smithfield than already come to Newgate, do not you think considerable inconvenience would occur to those who had to pass through those streets?—I think the outlets from Smithfield market are so many, and that the position of that market, although so short a distance from the present market, is of so different a character that the city would not suffer from the stoppages it does

now; it seems as if that is a place, and as if it was the place for us; because it lies on one side, though it is central.

319. I presume if there were ample space for carts to wait, they would wait in that space, and would not stop up the streets as they at present do?—Decidedly, I think there can be no doubt that if there was a new market made, there would be certain rules, that a market established in that locality should not be an inconvenience to the thoroughfares. If there were a market it would be established by one body or another, it would be under control, whereas, at present, Newgate Market belongs to many individuals.

320. You consider that it would be requisite to provide ample space for the carts of those butchers who came to purchase?—Yes.

321. At present, they overflow into Giltspur Street, and the Old Bailey, besides filling Newgate Street, do they not?—Yes, they do; in the event of the market being made there, the whole of those would be taken away from that locality, and they would go more towards St. John's Street, where there is very little or no traffic at all in comparison with Newgate Street, and especially looking to this new street which has been termed Victoria Street, and then if it was required that there should be more room, the property in the locality is of that class that it would not take a very considerable amount of money to extend the market at any time.

322. Is any other objection felt to the dead meat market at Copenhagen Fields, except its position?—Its position is the main objection—in fact, it is the difficulty.

323. I believe it is the case, that from the west end of London, and the east end of London, it is not more inconvenient to go to Copenhagen Fields, than to Newgate Market?—It is farther from some parts of the west end, for example, to the buyers from Charing Cross and that neighbourhood; and so at Shadwell there is a very large population, and at Rotherhithe. It might be said, how is it these parties do not stop at Whitechapel and Leadenhall Markets? It only shows how a market being placed in the centre, both the inhabitants and the meat butchers will flock to it.

324. Did not there formerly exist a market in Southwark, Saint George's Market?—Yes.

325. Do you know what was the cause of that being given up?—Because there was no regular supply to the market, they could never insure a variety of customers for the articles sent.

326. Do you think it likely from past experience that there will ever be more than one great market in London?—I do not think there will be more than one, provided that market is made of sufficient magnitude and convenience; more especially there could be no other market than Smithfield, if the railway which is in contemplation was carried out.

327. How is the meat which comes from the country conveyed at the present time from the different railway stations to Newgate Market?—In heavy waggons.

328. Do they cause great disturbance to the meat?—Yes, and cause a great deal of blocking up in the metropolis.

329. Is it injurious to the meat itself?—Yes, the meat does not look so sightly.

330. Do you think it is injured in any other respect, than appearance?—No, only in appearance.

331. (*Mr. Brand.*) As the larger number of buyers of meat come from the south of the river, would it be convenient to have a dead meat market on the south side of the river?—In the event of a market being made on the south side, the difficulty would be, that they would not be certain of a supply, because the meat which is sent from country slaughterers comes chiefly from the north; the southern districts of themselves cannot make a sufficient quantity of meat, either dead or alive, for their own localities.

332. Could not the meat be conveyed from the different railway stations on the north of the river to this market on the south?—It could be conveyed from the Great Northern over to St. George's or anywhere else, but the only customers who would be there to buy would be those parties who lived in the locality, and they would not be able to purchase all the meat.

333. I understood you to say that the larger number of buyers came from the south side of the river?—Yes, but those buyers want a diversity of articles.

334. (*Mr. Massey.*) Suppose you lived on the south side of the river, and were to frequent that market, your correspondents in the country, who are in the habit of consigning meat to you at Newgate Market, would equally consign meat to you there, would not they?—They might, but in the event of finding that the meat did not realise so quick a return, or so good a price, they would seek other markets. There being only one market there is no choice left for the party who consigns the article. Sometimes at the southern side there might be an immense surplus of meat, and then the meat would fall down to little or nothing. Next week, on account of the great diminution in the price of meat, there would be nothing at all; therefore the buyer would never know where to go, nor the sender where to send, but in the event of the market being in the centre of the metropolis, the buyer always knows that he can purchase anything he pleases, and a sender sending to the centre of the metropolis knows that if he sends his article there, it will be sold the same day. There is the positive certainty that both the buyer and the sender can always realise the market price for the article, but if the markets are divided, the sender will not know where to send, and the buyer will not know where to go; that is the very difficulty which arises now at Copenhagen Fields. Those other markets being established at Croydon and elsewhere, many of the retail butchers now do not know which market to attend on the Friday.

335. We are informed that some of the small markets in London have very much decreased in their business within the last few years, Whitechapel, Clare, and Portman Markets, for instance. Can you account for that?—Only in the way I

have first mentioned. Whitechapel Market sends a great deal of of its meat to Newgate Market to be sold.

336. What description of salesmen attend those smaller markets? —Clare Market is quite a retail market. At Newport Market they tried to established a wholesale market; it has become a retail market. Leadenhall Market is very much reduced in its quantity; there are a good many carcase butchers who sell there, and a good many carcase butchers sell their own meat at Whitechapel Market, and also send a great deal to Newgate Market.

337. Is there an undertanding among the principal salesmen that they should frequent one market only?—They have standings at Newgate Market.

338. We understand that you and the gentlemen who are here to-day represent an association of meat salesmen?—The object of our association is to carry out our local affairs. If we find that the porters engaged in the market are misconducting themselves in any way detrimental to the interests of the public, or not transacting business as they should do, we feel it is invidious for one party to take up the general cause, so the association is formed for the purpose of doing so. There was an instance a short time ago in which we thought the formation of our association was based on very good grounds. There were parties who located themselves in the market, and obtained an immense quantity of meat from the country from different people, under false pretences (as we considered); they obtained meat but they never rendered any account, and they went so far as to say that they were bankers in the market. We met together and considered that there ought to be an association formed, so that Newgate Market should not receive the stigma of such characters being located there. The parties were prosecuted, and they are now receiving their punishment in Holloway prison.

339. How long has your Association existed?—Twelve months.

340. Is it composed exclusively of salesmen who frequent Newgate Market?—No, the salesmen and carcase butchers, some at Whitechapel and some at Leadenhall.

341. (*Mr. Brand.*) How many members of the Association are there?—Sixty-two.

342. Is it within your knowledge that the practice of slaughtering meat by farmers is on the increase?—Yes, I am certain of it.

343. Do you yourself receive from farmers any meat slaughtered by them?—Yes; from several farmers in Lincolnshire, and they send them to five or six different people to see who will realise the best price for them.

344. Both cattle and sheep?—Principally sheep and pigs. I do not know of any beasts being slaughtered by farmers, but I think it is very likely to take place.

345. (*Mr. Massey.*) Is it the practice of the salesmen to vary their mode of business according to the demand, or according to the weather; do you sometimes buy live cattle and sometimes

dead meat?—The salesmen in Newgate Market are principally agents for all goods consigned to them. There is no instance, that I know of, of any salesman going into the live market to purchase things to bring into competition with articles which he has sent him for sale. It is a legitimate business, just the same as that of any other factor.

346. You are a commission agent for country dealers?—Either country or town.

347. (*Mr. Brand.*) The sale of live meat and the sale of dead meat are different businesses, are not they?—Quite.

348. (*Mr. Massey.*) We are informed that some of the salesmen for the larger class of butchers, such as Mr. Slater of Kensington, will on some days buy cattle when meat is dear, and meat when cattle are dear, but they cannot do that under present circumstances, the market at Copenhagen Fields being too far from the meat market at Newgate. Do you think it would be an advantage to have the live meat market and the dead meat market contiguous to each other?—I do not see the advantage in its present condition. I do certainly consider that, provided the markets had been placed in the centre of the Metropolis, it would have been more convenient for the buyer; but, the market being placed at the extreme point, and the dead meat market being placed there along with it, would increase the difficulty which exists now. I think if Mr. Slater were asked what was the extent of the business he does at the present time, as compared with what he used to do, and the quantity of cattle he buys in Copenhagen Fields Market, in comparison with what he buys in the dead meat market, he would say that the quantity he buys dead now is considerably more than it used to be.

349. In summer?—Yes; he buys a great deal in summer, because the meat now arrives in such perfection—for instance there is Mr. Bannister of Threadneedle Street, I do not think he buys anything alive. For several weeks past a party in the market I have sold to has sent a very large quantity of Scotch sheep down to Windsor. The fact is, he says, "I cannot get the meat I slaughter myself to eat so well as the meat I buy, which is slaughtered in the country."

350. (*Mr. Brand.*) Does Mr. Slater purchase at Newgate, or of the farmer direct?—He purchases at Newgate, and also of different noblemen.

351. Is any dead meat consigned to a butcher like Mr. Slater direct from the country?—Occasionally, but it is quite an exception; Mr. Cooke has a brother who is a butcher in the country; he sends him up a basket or two now and then. Some parties did try that a few years ago. I know some Scotch people who sent up in that way, but they were very seldom satisfied; there was dissatisfaction indeed on both sides, because there was a want of competition.

352. All the dead meat bought and sold in London, passes through the salesman's hands.—Yes.

353. (*Chairman.*) Do not you think it would be an advantage to the salesman, if access could be readily given from the dead

meat market to the live meat market; for instance, when there is a deficiency of cattle, and when the prices of live meat are high, butchers would come to the dead meat market, and it would be convenient to those who are selling at the dead meat market, to know exactly what is going on in the live meat market.—We are now sufficiently near, to know pretty well how to regulate the price to ask for any article we have, because we always know what quantity of live stock there is in the cattle market, therefore according to that we regulate the price we ask for the article.

354. Do you frequently have communication from Copenhagen Fields during the morning?—I have had myself, and there is no doubt my brother tradesmen have. The electric telegraph will give us information. It is generally known on Sunday evening what quantity of cattle there are for the live meat market.

355. Where is the electric telegraph station?—At the post-office; and it goes to the centre of the cattle market.

356. (*Mr. Taylor.*) I have taken down a number of butchers I know personally, who attend Newgate Market; and of my own knowledge there are 1,600 butchers who attend, including 600 from the country. There are only 240 pork butchers, and I know personally, that 230 of those attend and derive their supply from Newgate Market. There are also 900 cheesemongers, 420 of those I know personally attend Newgate Market. There are 1,500 coffee shopkeepers, and 360 of those attend; there may be twice as many, but I know those personally. There are 400 dining-room keepers in and around London, and 280 of those I know personally attend.

357. What area do you take?—The post-office district, about four miles round.

358. Do they attend occasionally or frequently?—They attend for their regular supply. They do not attend daily, but perhaps three times a-week, and some of them come every day. There are 60 large hotel-keepers, who all purchase to my knowledge as much as many butchers. I will also mention the salesmen in and around Newgate Market; there are 80 who hold premises, but only 22 who rent of the city, and many of those 80 salesmen occupy two and some of them three shops each, so that the space which is occupied by the City shops is very insignificant compared with that which is occupied by persons on their own premises.

359. Do you know how many hold premises in College Market?—About 20 I think. To show how the demand for room has increased, there are eight public houses and coffee shops round Newgate Market, and the whole of the fronts of their shops have hangings, which are let to persons to sell meat at. Newgate Market within the last few years has increased from four to five-fold, whereas Leadenhall and Whitechapel have decreased, and a great portion of the salesmen at Leadenhall and Whitechapel Markets send their meat to Newgate Market to be sold. There are something like 21 that I can pick out who are salesmen in Whitechapel and Leadenhall Markets, who are great senders to Newgate Market every day.

360. They have not premises themselves in Newgate Market? —No, they send it to us to be sold. I wish it to be understood that our Association is not combined, except socially; we are competitors,—in fact, we are rivals,—one with the other, and our combination is merely to protect ourselves against fraudulent acts in the locality.

361. (*Mr. Massey.*) Are the terms of your Association reduced to writing?—Yes, we have a book.

362. Have you any objection to let us see it?—Not any.

(*The same was delivered in.*)

(*Mr. Taylor.*) We do not complain of the want of room for carrying on our business, because we have at great cost selected shops and extended our premises so as to have sufficient room. I hold two houses myself. Mr. Firmin here, represents five shops, and Mr. Bonser holds three houses.

363. (*Chairman.*) Have you made any calculation as to the amount of accommodation which would be necessary, if the market were moved from Newgate to Smithfield?—I consider that the space in Smithfield would be even more than sufficient for the present demand, but of course if the trade goes on increasing as it has done during the last ten years, or we will say since the railways have been running, it would not be sufficient; but that space would not be required for shops at the present time, the whole of the shops would never be tenanted; but it is required, as we suppose, to make a road round for the accommodation for the carts, and to have the approaches to the different shops, the alleys we will call them, wider than they are at present.

364. You say there are 80 who hold premises. Do you know how many shops there are held by those 80 persons?—I should think about 120. About every other one has two, and some three or four.

365. Supposing those 120 could be transferred elsewhere, what additional extent of area do you think would be necessary?—Of actual room I think if, on the average, each one had half as much room as he has it would be sufficient. It is the approaches we want increased. We have endeavoured, at a great expense, to procure more room for ourselves, and most of us have it. Some have bought, for example, the interest of their next-door neighbours to secure more room.

366. You contemplate that the space will not more than provide for the increase in future years?—I think there is little doubt of it. The butchers, if you ask them, will say that they prefer country-killed meat, because their customers begin to leave them in summer time. A great many butchers, who kill in summer time, lose a number of their customers because their meat is not country killed. Meat comes all the year round from all parts of the country.

367. Can you state, as a fact, that the salesmen who belong to the Association would be willing to move to Smithfield if a more convenient market were established there; would they be willing to give up their existing premises altogether?—I cannot say. I

do not know whether that is exactly a question to be answered. I would respectfully submit whether I am compelled to answer it.

368. After the new market was established the same thing might occur which has happened at Copenhagen Fields, and it might not be used. I should like to know whether the desire of the salesmen is so great to remove to Smithfield that we might feel sure that, if it was established there, the people should give up their shops at Newgate and move to Smithfield?—We, as men of business, see a space which we call most eligible for a market lying vacant, and we think it would be more suitable for our business than any other, provided we have to move anywhere at all; but whether we are to move from our own place is, of course, a question. I can say, from my own knowledge, that we have had offers made to us as salesmen from individuals who will afford us great accommodation if we will go, in a body, to another place. We, each and all of us, command a certain quantity of senders who send a particular class of meat, which some retail butchers must have. We have, all of us, our capitals invested in business, and give credit to a great many of these butchers, who are compelled, some of them, to come to us.

369. This offer was an offer of another site, if all the salesmen would remove from Newgate to that site?—Yes.

370. Can you say what the disposition of the Association of Salesmen was upon that point?—I believe the general feeling is that we do not want to move at all.

371. If you could get more accommodation where you are, you would be satisfied?—There is no site in or round London to which the salesmen would willingly go if they had sufficient advantages and accommodation offered to them where they are, but they consider Smithfield Market the next most eligible site. A market was endeavoured to be established, called Newport Market, and a great deal of money was expended to establish it.

372. You cannot state to us that even if a new market were provided in Smithfield the Association have as yet decided upon moving to that new market?—Certainly not.

373. That must be a matter for further consideration?—Decidedly. We consider it an eligible spot, and if advantages were offered to us, we consider we should go there rather than anywhere else. Of course, if we went to Copenhagen Fields, we are quite satisfied we should be divided; that another market must spring up somewhere else.

374. (*Mr. Brand.*) Supposing a toll were levied at Smithfield Market?—We should decidedly object to it.

375. In that case, is it your opinion that the salesmen would not move from Newgate?—If a toll were levied at Smithfield Market I think I can say the salesmen would not move.

(*Mr. Potter.*) That would be one of the greatest obstacles the new market would have to encounter.

(*Mr Taylor.*) I may say that, as Englishmen, we should object to have our affairs investigated in that way.

376. (*Chairman.*) You said there were 1,600 butchers; have you formed any conclusion as to the parts of town from which they come?—There are 1,900 butchers with whom I am acquainted, and there are 600 who live out of London, making 2,500; and 1,600 of them, I can say positively, attend Newgate Market to purchase the greatest portion of their meat.

377. From what parts of the metropolis do they come?—The southern and western sides principally.

378. (*Mr Brand.*) Can you state what portion come from the south side of the river?—I should say nearly half; I am certainly quite safe in saying one third come from the south side. There may be more attend than I have stated. Those are parties whom I know personally. Mr. Slater, who is in the habit of purchasing his meat alive, as a rule, is compelled to come to Newgate Market. Both he and all the butchers at the west end of London must attend Newgate Market for the purchase of a particular portion, and a very large portion of their meat, and when they go to Smithfield, it is to have a portion of meat to hang up for show; they are compelled to keep that meat eight or ten days to get it in the same condition that the country meat arrives in in one or two days. If Mr. Slater, or any other butcher, finds meat dear at Copenhagen Fields he comes down to Newgate, but it seldom happens that he goes back to Copenhagen Fields because it is dear at Newgate Market; he must have meat from Newgate Market.

(*Mr. Potter.*) I would respectfully direct you attention to a class of butchers quite separate from that to which Mr. Slater belongs, and that is the small class of tradesmen, who form a very great proportion of the butchers who reside in localities where Mr. Slater would not think of supplying the inhabitants; I think they deserve great consideration in regard to the site of the market. I serve a large portion of such butchers, and they trade upon an extremely small capital, so small that when they make their original purchase in the morning they cannot take away the entire purchase, but take away a portion of it, they go home, realize their capital again by supplying in small pieces the very poorest class of the metropolis, hurry back again to market, which they can do in consequence of its being in a central situation, redeem the portion which they had left from a sort of deposit in the morning, and take it home to supply their customers. They form a very important interest with us, and I think they deserve great consideration; they are among the most hard-working and industrious portion of the population.

379. Do they keep horse and cart?—Many of them cannot do that; they carry it in a tray upon their shoulders.

380. Where do those people reside?—Many of those people reside in Whitecross Street, and Bethnal Green, and many places over the water, and along Bermondsey.

381. (*Mr. Massey.*) Do they buy inferior meat?

(*Mr. Venables.*) They buy good meat, but at a lower price. Mr. Slater may buy a lot of legs of mutton, and they buy a lot of breasts of mutton.

(*Mr. Potter.*) Butchers situated as Mr. Slater is would require the legs and saddles of mutton; those butchers would not think of purchasing those parts unless the price were such as to place them within their reach. The best quality of meat is never the most abundant.

382. Their dealings are confined exclusively to the working-classes?—Yes, and the very lowest; those people come with their two pence and three pence to buy a small piece of meat. I am sure if the market were moved from the central position it would create the direst distress to many of the poorer classes. I have been frequently among them and felt a great deal of interest in the working out of their little business, and I can say positively that they deserve great consideration and great commiseration.

383. (*Chairman.*) At what number do you estimate those butchers of whom you speak?—I cannot say, but they are very numerous, I should think far out numbering the other.

(*Mr. Venables.*) I should think in Whitecross there are 30 butchers.

384. (*Mr. Brand.*) Is not it the fact, that the butchers upon the south side of the river are generally speaking of the class that you refer to?—A very many of them are.

385. (*Chairman.*) Do all those who come from the south side of the river keep a horse and cart?—No, I should think not one third of them; there is a cart, a conveyance which waits about the market and goes a certain round, and if they can afford that pittance, they get it to take their meat home.

386. It is not usual to carry much meat on the shoulders of men from Newgate to the south side of the river, is it?—A good deal is carried in that way, I should say.

387. (*Mr. Massey.*) A great deal of business is done by those butchers in Whitecross Street, and the New Cut on Sunday morning, is there not?—Yes, but none of them like it. I rent premises in Newgate Street, and I do not feel that degree of inconvenience which Mr. Venables has spoken so strongly about. I have convenient premises, and I am very well satisfied, but I think I may say that our Association is quite ready to abide by the resolution we have embodied in our memorial, which is, "that if the public necessity or convenience requires that we should be moved, we should not hesitate to go to Smithfield, if that were the spot fixed on." For myself, it would be an unfortunate circumstance, but still I should not hesitate to go into a central position, wherever it might be; but if it were moved to Copenhagen Fields, it would be attended with so great a risk as not to warrant my venturing upon such a thing.

388. Have you a lease of your premises?—Yes.

389. (*Mr. Brand.*) Are you speaking your own sentiments or do you express the sentiments of the Association to which you belong?—I think all who are here concur in the sentiments which have been expressed in our memorial.

390. (*Mr. Massey.*) You think that the salesmen who frequent Newgate Market, College Market, Whitechapel Market, and

Leadenhall Market, could carry their trade and their connections to Smithfield?—I do not think Whitechapel would—I think Newgate would.

(*Mr. King.*) College market would.

(*Mr. Potter.*) Those on the Association who belonged to Whitechapel quite concurred in the Memorial.

391. (*Mr. Brand.*) Suppose a toll to be levied in Smithfield Market upon the sale of dead meat, should you still be prepared to move your premises to Smithfield?—I think the trade is done on so narrow a point sometimes that the levying of a toll will greatly influence the supply of dead meat to the Metropolis, and it is of the utmost importance that the supply of dead meat to the Metropolis should be encouraged in every possible way. I speak of it in a sanitary point of view.

392. Would a toll be a bar to you in moving to Smithfield?—It would be a very serious consideration with me.

(*Mr. Taylor.*) I think our decision would very much depend upon the facilities which would be offered in the new market. It would be impossible for any one to say, I will go to the market which is established in Smithfield.

393. If the toll to which you would object were established, or if other circumstances occurred to which you object, it is not likely that the salesmen would move, you think?—I think they would require to consider the subject very much.

(*Mr. Potter.*) I have endeavoured to ascertain the views of the retail trade, and there is no opinion at variance with the idea of a central market. After trying the live cattle market of Copenhagen Fields, and being aware of every circumstance in favour of it, they still say, "Do not on any account have the market moved up there."

The Deputation withdrew.

Mr. William Shank examined.

394. (*Chairman.*) Are you Clerk of the hay market?—Yes.

395. Will you inform us on what days the market for hay is held at Smithfield?—Tuesdays, Thursdays, and Saturdays.

396. And not at all upon the other days of the week?—No.

397. During what period of the day does the market take place?—It takes place about 9 in the morning. They can commence as early as they please. It finishes at 3 at one season of the year, and at 2 at another.

398. It is closed by regulation at those hours?—Yes, by Act of Parliament.

399. How long has that market been held?—I am not aware.

400. What Act of Parliament do you refer to?—It was an Act passed in the reign of George the Third.

401. Can you state what number of carts habitually are found in the hay market?—I should say there are about 100 loads of hay on each market day, and about 20 loads of straw.

402. (*Mr. Brand.*) Can you put in any returns upon that subject?— No. No return is made of them unless they are sold.

403. (*Chairman.*) You can give us a return of what is sold in the market, can you?—Yes, I should say about 300 loads of hay a week are brought into the market, and about 40 loads of straw, and it is nearly all sold.

404. (*Mr Brand.*) How much is there in a load?—There are 36 trusses, weighing 36 pounds a truss.

405. (*Chairman.*) Are the carts confined to any portion of the ground in Smithfield?—No, they stand where they please. They generally stand in the middle part of it, where the beasts used to be tied.

406. Do the carts occasionally fill up the whole of the space between St. Bartholomew's Hospital and the road which unites Long Lane with King Street?—No, because there is not room here for the hay to stand. Each salesman generally stands in the same place, and it depends upon the amount of business he has whether the place is full or not.

407. There is ample space at present for the sale of hay, is there?—Plenty.

408. Do you think a less space could be allotted for the sale of hay than is now appropriated to it?—Not much less. You might spare one of those avenues, perhaps. It would be very inconvenient if you were to have a crowded market, and I think if you were to make it much less, and the salesmen were to do the same amount of business that they do now, it would be too small.

409. Do the carts that bring hay to the market afterwards convey it to the place of delivery pointed out by the purchaser?—Yes; sometimes it is unloaded on to the salesmen's carts, and then it goes back immediately, before the hay is sold.

410. Is that often the case?—Yes.

411. So that a certain number of salesmen's carts are brought into that locality, as well as hay carts?—Yes.

412. Do you know from which direction the hay carts chiefly come?—They come principally from the north, from Finchley, and from Hertfordshire, and all that way.

413. Do you think it would be equally convenient if the market were removed to the north end of London?—I do not think it would; it would be as convenient for the hay which comes northward, I should think, and more so.

414. (*Mr. Brand.*) Does not most of the hay coming to London come from the north?—Yes; there is a good deal of barge hay comes, but that is sold by the sample.

415. How many tons does each cart carry —About 2,116 pounds.

416. Does each cart carry one load only?—A load and a half or two loads sometimes, but generally only one.

417. Do the carts remain in Smithfield more than one day?—No; they are liable to a penalty if they remain after five o'clock in the afternoon at this time of the year.

418. Do you collect any toll upon the hay?—Yes.

419. How much?—About 150*l.* a year. It is 6*d.* upon each load of hay which is not free. If it belongs to a freeman there is no toll to pay, they are exempt; and there is some land about Finchley on which they claim exemption, from being docket free. It is a privilege which was granted by King John; he used to hunt over that part of the country, and he granted to all the tenants and parties residing in certain portions of that country exemption from toll in all markets.

420. Practically, is there a large proportion of the hay which is exempt from the payment of toll in Smithfield?—A great proportion.

421.—Can you state what proportion?—I should think half of it.

422. From the two causes which you have specified?—Yes.

423. (*Chairman.*) Do you know from what part of London the purchasers mostly come?—From all parts; not from any particular part I should say.

424. (*Mr. Brand.*) Are there any markets for the sale of hay in London besides Smithfield?—Yes; there is one at Whitechapel and one at Cumberland Market.

425. Is the hay market at Whitechapel as largely attended as that at Smithfield?—I should say not. I have not seen the hay market there for many years, and I am hardly competent to answer that.

426. Are you clerk of the Copenhagen Fields Market?—Yes.

427. Do you know at all why the dead meat market at Copenhagen Fields has not been used?—They charge a toll upon meat, which is objected to. That is one reason; and it was not taken up generally at first.

428. Do you think there is much smell from the Belle-isle nuisances, on the spot appropriated to the dead meat market?—There used to be a most abominable nuisance, but whether I have got used to it or not, I do not know, but I do not smell it so much as I used to do.

429. At first it existed to a degree to cause great inconvenience to those who had to sell in the dead meat market?—Yes, it was abominable; I never smelt such a stench in my life, and I have lived in Smithfield close to the slaughter-houses and knacker's yards.

430. (*Mr. Brand.*) Has the sale of live stock at Copenhagen Fields increased?—I do not know that it has to any great extent. It has certainly not decreased.

431. Is it your opinion that a dead meat market at Copenhagen Fields would have succeeded, provided a moderate rent had been taken instead of a toll?—Yes; and if the men had been turned out of Newgate.

432. You think if Newgate had been closed, and a moderate rent demanded for the shops at Conpehagen Fields, the dead meat market would have prospered?—I do. They would never have succeeded with the live meat market if they had not been forced there.

433. (*Chairman.*) Do you think that if Newgate Market were shut up, and the salesmen were transferred to Copenhagen Fields

the purchasers would come on the days on which there is no cattle market?—Yes.

434. You do not think the inconvenience of coming a little further would prevent purchasers frequenting the dead meat market?—It might do so in a small degree, but not much.

435. (*Mr. Brand.*) What reason have you to suppose that the salesmen would go to Copenhagen Fields if Newgate were closed?—They would be obliged to do so.

436. Would not many of them occupy premises in the neighbourhood of Newgate Market?—Some of them would, I have no doubt. The wholesale men like to be together.

437. (*Chairman*) If they could get another site somewhat more central for the new market, you do not conceive that they would go to Copenhagen Fields?—No.

Adjourned.

Monday, 7th April 1856.

PRESENT:

The Right Hon. Wm. F. Cowper, M.P., in the Chair.
The Hon. H. B. W. Brand, M.P.
W. N. Massey, Esq., M.P.

William Foster White, Esq., Treasurer of St. Bartholomew's Hospital,
George Burrows, Esq., M.D.,
William Lawrence, Esq., Surgeon,
Edward Stanley, Esq., Surgeon,
Charles N. Wilde, Esq., Solicitor, and
Philip Hardwick, Esq., Architect,

Attended as a Deputation from St. Bartholomew's Hospital.

438. (*Chairman, to Mr. Lawrence.*) You are senior surgeon of St. Bartholomew's Hospital?—I am.

439. Have you considered the effect that might be produced upon the hospital by the site of the late cattle market in Smithfield being occupied by buildings?—I have.

440. Will you be good enough to state what you think would be the result of such an appropriation of Smithfield?—My opinion is, that the open space for free ventilation and the consequent supply of fresh and pure air to the inmates of the hospital would be interfered with materially, in such a way as to lessen the advantages to be derived, by the patients in the hospital, from the means adopted for their cure.

441. I suppose you consider that already the hospital is under great disadvantages, from being surrounded on all the other sides by buildings?—The hospital is, I might almost say, closed in by buildings—that being a thickly populated part of London—on three sides. On its fourth side there has always been hitherto the open space of Smithfield. There are some circumstances connected with the market which of course are, in some degree, inconvenient; but those are trivial, happening only once a week; and the benefits of the open space have in all other respects been enjoyed by the hospital. That opportunity of getting a supply of fresh air and free ventilation, has led the governors of the hospital to remove a considerable number of houses situated between the hospital and Smithfield, which were their property, and which brought them in a large annual income; but considering the advantages, from the more free exposure to the open space of Smithfield, to be very great so far as the hospital went, the governors sacrificed 1,100*l.* a year in order to obtain this object. The western aspect of the hospital is thus left open to Smithfield. That will of course show you the view which the governors of the hospital took as to the importance of that open space, and the comparative insignificance of the loss of a considerable income, in reference to the advantage which the patients might derive from a freer ventilation.

442. At what period were those houses removed of which you speak?—(*Mr. Hardwick.*) From 10 to 15 years ago.

(*Dr. Burrows.*) Some of them 20 years ago. Some were being removed at the time of the first invasion of cholera, in 1832.

(*Mr. Hardwick.*) Between 15 and 20 years ago.

443. (*To Mr. Lawrence.*) Could you state what you consider would be the effect upon the patients in the hospital by the absence of this ventilation, which is now secured from Smithfield being an open space?—Our general experience of course is, that free ventilation and a supply of good air, is one of the most important elements towards securing health in those who are healthy, and towards restoring health in those who are suffering from illness; and it is one of the auxiliary circumstances, in addition to medical and surgical skill, with reference to the favourable progress of accidents, of which a great number of the most serious kind are received into the hospital—and the favourable progress of cases in which operations are necessary to be performed—it is one of the most important auxiliary circumstances in addition to the means which medicine and surgery can furnish. In fact the effect of a surgical operation is very different, according as it is performed, upon an individual who is favoured by circumstances in respect to the apartments in which he is placed, the situation of the dwelling where the operation takes place, and the consequent salubrity or otherwise of the air in which he passes the period of confinement after undergoing the operation. There are many instances in private in which we should not choose to perform an operation

upon a person who is living in a confined part of the town, in close ill-aired apartments, and where we require, that if he is to undergo a serious operation, he should remove into a more healthy part.

444. Admitting that, generally speaking, fresh air is most necessary for the full success of the treatment in a hospital, can you say that the mere fact of raising a building two stories immediately in front of St. Bartholomew's Hospital, would so materially affect the air, which is breathed by the patients in it, as to make any very serious difference in it?—I should anticipate so; at least we have been acting, at St. Bartholomew's Hospital, under a totally mistaken impression that the presence of certain houses which the hospital had there was injurious to such a degree as to induce us to sacrifice an income of that extent; we must have acted under a great mistake if that be an incorrect opinion.

445. Are you of opinion that the business carried on in a meat market would, of itself, produce any disadvantageous effect to the inmates of the hospital?—If there is a dead meat market made there, as I understand, it would come along the line of the principal front of the hospital, that is the front of the hospital to which patients of all kinds come for admission into the hospital, and it would come about on a level with the street close to the edge of the footway, so that it would bring it very near this frontage of the hospital. Then, in the first place, it must be understood, that the accidents and cases of illness which are brought to the hospital, in a great measure, come in just in that aspect, and this building of course would be immediately in the way of the access to the hospital. Patients coming in conveyances of different kinds, unless a considerable opening were left, would hardly have room to drive up. However, besides that, there are sometimes hundreds of patients in the course of the week who come to receive aid at the hospital, not for admission, but having slight indisposition or slight accidents, going under the name of casualties, and out-patients. These amount on the average to about 2,000 per week, including a great number of females and a great number of children, who must be brought by friends or accompanied by friends, and who have to make their way along, at all events, a considerable line of pavement which would be occupied by the customers in a dead meat market, and the avenues altogether to the hospital would be obstructed in a most serious degree by the congregation of carts and various conveyances by which the articles exhibited in such a market are brought to it, and by means of which they are taken away. That, even at present, is a serious inconvenience from the congregation which there is along Giltspur Street and other places in the neighbourhood, and that inconvenience would be transferred immediately to the hospital—because here is the dead market close to the entrance of the hospital, or with only the width of the pavement between it and the entrance to the hospital. How the women and children coming to and going from the hospital are to find their way, and to escape various dangers and inconveniences incidental to such crowds is a thing that I do not understand, assuming, which

we know to be the fact, that there are about 2,000 persons coming every week in the capacity that I have mentioned to the hospital.

446. By what entrance do those 2,000 a week approach the hospital—is it from Giltspur Street?—It is the principal frontage in Smithfield; I cannot conceive a greater nuisance than would arise to the hospital in that respect. That, however, is a different branch of the question.

447. With reference to these 2,000 persons who come in a week, are they in the habit of coming in great numbers at a time, or are they pretty equally distributed over the whole week?—Monday is a day on which a great many come—there has been an interval of a day, therefore, a great many come on Monday.

448. And at the same hour, or at different parts of the day?—They are ordered, perhaps, to attend about 10 o'clock, and the doors are closed I think at 12.

(*Mr. White.*) The doors are closed at 11, simply because it is so full, that those who do not come at 11 in proper time are kept outside until we have emptied some portion—then they are admitted.

449. Then usually are there a great many persons waiting outside between 11 and 12?—Just so, and frequently at one o'clock.

(*Mr. Lawrence.*) But then through the day there is the access of persons under the denomination of casualties. There are persons in attendance at this principal front in the event of any accident or case of sudden illness, or any slight affair that requires a little temporary aid without wanting admission to the hospital. That is going on more or less all the day.

(*Mr. White.*) And all night.

(*Mr. Lawrence.*) There is the same attendance at night, so as to admit any cases which require it.

450. Have you any further observations to make with reference to the influence of a dead meat market on the hospital?—Not knowing exactly the nature of what this market will be, and being unaware of many of the particulars that will be inseparably connected with it as to offal, as to the condition of meat in which it is brought, and circumstances of that kind, I could not venture to particularize the noxious influence, but going into the places that are in the neighbourhood of Smithfield, which I am acquainted with, from having been a great number of years in that locality, I should conceive that there must be inseparable from such a market a number of annoyances, and a number of influences likely to be seriously prejudicial to health, arising from the establishment of a market of that magnitude in this close proximity to the hospital.

451. (*To Dr. Burrows.*) You are aware of the plan which has been proposed by the Market Committee of the Corporation of the City of London, of erecting a meat market in the place of Smithfield, of which one wall would be within 60 feet of the wall of St. Bartholomew's Hospital. Have you any observations to make with respect

to such a plan?—My observations upon that matter would refer to the question, first, of the absolute necessity of keeping the space in Smithfield open, as it has hitherto been, and secondly, if it be not kept open, to the injurious effects that would result to the health of the patients from that space being covered with buildings, and those buildings appropriated to the purposes of a dead meat market. With reference to the disadvantages to the patients in the hospital arising from closing that space, which has hitherto always been open, and placing buildings there, those buildings would entirely, or to a great extent interfere with free ventilation, and would also obstruct the direct rays of the sun, which I consider of very great importance to health, and to the successful treatment of disease—and instead of giving us that free ventilation, and the direct rays of the sun, we should have an atmosphere brought into our windows loaded with the smoke from the low chimneys of those buildings, and with the effluvia which must necessarily come from buildings inhabited, and also still further if those buildings are to be occupied by the carcases of dead animals.

452. With reference to the rays of the sun, is not this new building to be north end, north-west of St. Bartholomew's Hospital—do you contemplate that it would be sufficiently high to interfere with the rays of the sun?—I have never seen any plan, therefore, of course, upon that point I can hardly give an answer; I am speaking generally of closing that frontage which is now open, and unencumbered with buildings, and occupying it by buildings.

452a. Is it not on the western side of the hospital?

(*Mr. Lawrence.*) The north-west.

(*Mr. White.*) This part (*referring to the plan*) is north unquestionably.

(*Chairman.*) I think it is all north.

(*Dr. Burrows.*) I am not aware of the plans, but I should say that if any buildings were placed in such a position as to interfere either with free ventilation, or with the sun's rays, it would be in the highest degree prejudicial, and as has been already stated by Mr. Lawrence, it was under that impression and opinion that the governors of the hospital made a great sacrifice of rental to procure as much free air as they possibly could, and to let the sun's rays, or such as they could obtain in London, play upon the hospital buildings. So far as these are obstructed, it would be a very great injury, I hold, to the health of the patients of the hospital; I may further state, that as pure air is unquestionably conducive to health, so pure air must be certainly an assistant power to the restoration of persons from a state of disease to a state of health. It is particularly in this way that we observe this fact. We find that persons who do not enjoy the advantage of pure air when they are in a state of disease, are very slow in recovering from these diseases, and we also observe that with diseases which are capable of becoming epidemics, the mortality or the intensity of those epidemics is very much increased when they occur in atmospheres which are vitiated. Now, assuming the presence of buildings to interfere with ventilation, and that these inhabited buildings are provided with chimneys, and that those

buildings are to be employed in such a business as that of a carcase butcher, I conceive that nobody can doubt that the air must be contaminated more or less from those sources; and if we now have a difficulty, as we unquestionably have, in the metropolitan hospitals, not so much in actually stopping disease,—that is, in stopping the progress of morbid action,—but a difficulty in restoring people to health, that difficulty will be very much increased by any circumstances which interfere with the access of fresh air, or which deteriorates the air in the neighbourhood of a great hospital. I do not think I should materially exaggerate, although it is very difficult to be precise upon a subject of this kind, in stating, you may expect (supposing the ill effects arise, which I believe will, from the presence of buildings, and those buildings be appropriated to a meat market) that every case of disease coming into Bartholomew's Hospital will be lengthened to a certain extent—the patients will be longer recovering from disease, and certain diseases will become much more intense. This effect is independent of the ill consequences which have been adverted to by Mr. Lawrence, with respect to the effect of impure air upon operations, upon recovery from accidents, and so on. I am speaking of those diseases which are more strictly constitutional diseases—their duration will be lengthened, the patients will be longer in recovering from them, and I do not think I exaggerate when I state that each case of severe disease will be lengthened one week, supposing that you render the atmosphere of a great hospital impure—that is to say, supposing you could not have a patient in a pure atmosphere, but in an impure atmosphere, I believe that any particular constitutional disease would be lengthened in its duration for a week, or the patient would be so much longer in coming to a state of health or in resuming his occupation. Now, when you consider that we have 600 patients always in the wards of St. Bartholomew's Hospital, and that we have 6,000 patients yearly in it, and that every one of those patients has to undergo an increased duration of illness of one week, you are adding 6,000 weeks of unnecessary suffering annually to the poor of London by anything which shall so far deteriorate the atmosphere of a great hospital as shall produce those effects which I have adverted to. Now, I think that a very serious thing to contemplate, not merely at the present moment, but if once done it will be a thing which it will be very difficult to remedy. Hitherto, although in every great hospital in London we labour under those disadvantages, perhaps, in St. Bartholomew's Hospital, those disadvantages are not so great as in some others, because we have this large open space of Smithfield. Independently of what the governors themselves have done, the Corporation of the City of London unintentionally have conferred a great benefit upon St. Bartholomew's Hospital, by their continual additions to the size of Smithfield. They have been continually removing buildings for their own purposes, and so greatly adding to the area of the open space of Smithfield, and the hospital I have no doubt has derived advantages from it. Those advantages, supposing this plan to be carried out, will be entirely done away with, and we shall be then hemmed in on every

side by inhabited buildings, and shut out from pure air and ventilation, and to a certain extent I hold also from the sun's rays, which are equally beneficial.

453. In that estimate which you have made of a week's delay in recovery, have you taken, as the cause of it, the additional vitiation of the air of the hospital in consequence partly of the defect in the circulation of the air that would arise from a building in Smithfield, and secondly from the vitiation of the air that you think would arise from the business of selling meat?—My observatons have reference to the combined influence of the open space of Smithfield being occupied by inhabited buildings, and also those inhabited buildings being at the same time devoted to the purpose of a dead meat market, not to the single influence of buildings being there.

454. (*Mr. Brand.*) Do you consider that there is anything injurious to health in the proximity of dead meat itself to a hospital?—Yes; I have no doubt about it, myself. However great the precautions taken may be, as soon as an animal is killed decomposition of the animal substance begins; and although it is many hours under favourable circumstances before the nose is capable of appreciating those changes, yet those changes of decomposition are going forward and the air is becoming more or less contaminated by the dead animal matter. Of course in the early periods of decomposition the senses are not conscious of it, but the air itself becomes contaminated with animal matter; and presuming that this market is to be devoted to the purposes of receiving the carcases of animals, oxen, sheep, pigs, and so on, and poultry and game, and perhaps fish, we have to bear in mind that on some Saturday in the month of June, July, August, or September, in the close confined atmosphere that we sometimes have in this metropolis in those months, decomposition will be going forward exceedingly rapidly in the large mass of animal matter in that market, and for the whole of Saturday afternoon and night, and Sunday and Sunday night, that animal matter must remain there in a state of decomposition and festering—how far I do not say, but certainly contaminating the air in the neighbourhood of a great building which has always been devoted to the restoration of the health of the poor population of London. You must bear that in mind, and this state of atmosphere, I conceive, may be attended with very serious consequences. You are not to look at the proposed dead meat market merely when the sun is bright, the air clear, and the wind blowing, but at what may occur in certain seasons of the year when we all know what the state of the atmosphere of London is, and when those epidemics occur which are capable of spreading, and what consequences may arise under those circumstances.

455. (*Mr. Massey.*) Which are the worst in your opinion, the exhalations from the dead meat or from the living animal, including its excrements, I mean comparing the possible future state of Smithfield and its late state?—I conceive that what may arise from a dead meat market is very much more serious in its consequences than what has arisen from the live meat market. The live meat market was only held twice a week, and the market was only of 12 hours' duration, so that it was only one 24 hours out of the seven 24 hours

that the space was at all in a doubtful condition, for six-sevenths of the time it was entirely free—we had then the advantage of a large open space without the presence of any nuisance of any sort or kind. But now, supposing a dead meat market is no more injurious than a live meat market, we are to have it all day and all night for the seven days of the week. We shall have, therefore, the duration greatly multiplied even supposing the effect is the same. But I do not hold that it is the same. I hold that live cattle, with their excrements, of course contaminate the air to a certain extent, but with the precautions taken in that market, at the moment cattle were moved off scavengers were there and it was all swept up—and I might say that after being swept it was as clean or cleaner than any street at the west end of the town, because there the excrements of the cattle which are moving about remain until they are swept away by the scavengers, which is perhaps two or three days afterwards. There is one other point to which I must allude, which is this: It must be recollected that St. Bartholomew's Hospital is the largest and most ancient hospital in this kingdom—that St. Bartholomew's Hospital is known all over the world. St. Bartholomew's Hospital is known not merely as an institution for the relief of the sick poor of London, but it is known as a place also where medical and surgical science is cultivated and taught, and on this account St. Bartholomew's Hospital is visited annually by some of the most eminent men from France, from Germany, from Italy, from the United States, and from all parts of the world—they are coming to us and inspecting our buildings, our regulations, our wards, our modes of ventilation and treatment of disease, and they come as they think to the centre of civilization in the advanced state of science which we have here. I think those eminent men would go away in great astonishment at the fact that in such a state of knowledge the government of this great country could ever sanction such a proposal as is now made to erect a dead meat market. I am supposing that the market is to be brought within 40 or 50 feet of the pavement of St. Bartholomew's Hospital.

456. (*Chairman.*) Or within 60 feet?—Yes. I think the eminent men of science who come to us every year would hold up their hands with astonishment that the government of this country or the municipality of London could sanction such a measure so prejudicial to the health of so many thousands of London poor. Even in an economical point of view, supposing I am right (and I am right in principle although I may not be exactly right in my calculation), that the contaminating atmosphere most unquestionably does tend to prolong the duration of disease and to retard the recovery of patients, you are taking away so many working men and mothers from their families for an unnecessary length of time if you add to the duration of disease, and you are also interfering with other sufferers from coming into the wards of this hospital.

457. Are the patients in St. Bartholomew's Hospital to a very great extent persons belonging to the working and poorer classes?—As far as I know, exclusively.

458. The entrance is gratuitous?—Entirely so. It is open at all hours of the day and night every day to every person of whatever creed or nation he may be, provided he really be poor and in suffering. The governors have a right to send patients there with letters of recommendation, and those are attended to, of course; but all other persons, if poor and in suffering, may apply at any hour of the night or day, and, if we have accommodation, they are received and treated the same as anybody else.

459. (*Mr. Brand.*) Is St. Bartholomew's Hospital for the cure of all diseases?—I know of no disease which is excluded from it, except small-pox; and we do not take lying-in women.

460. In speaking of the 6,000 patients, do you refer to in-patients?—Yes; the number of our patients is now between 80,000 and 90,000 per annum, of which we have 6,000 actually treated in the wards of the hospital.

461. Gratuitously?—Yes; between 80,000 and 90,000 are treated gratuitously, in and out-patients together.

(*Mr. Lawrence.*) I would beg to add my testimony to what Dr. Burrows has said respecting the visiting of the hospital by scientific parties, and to mention my persuasion that to cover that place with any kind of building, and more especially to put a dead meat market there, would turn out to be a national disgrace,—it would be known all over the world, and it would really furnish a disgrace to the country,—it would be deemed a piece of barbarism. Comparing what would be done in that way with what has just been done in France, where they have erected a new hospital to be a model, placing it carefully in an open space where there should be the most perfect access of air in all respects, and putting it under all circumstances most favourable to the efficacy of such an establishment,—there is a model which can be pointed to, and I should be sorry to see that St. Bartholomew's Hospital should serve as a model in the opposite sense.

462. Did you find any practical advantage from the removal of the buildings twenty years ago?—It has made the ventilation and the air of the hospital better sensibly.

463. (*Chairman, to Mr. White.*) Are you Treasurer of St. Bartholomew's Hospital?—I am.

464. And have you the chief control and management of the hospital?—I have. I reside at the hospital. I receive no salary.

465. Will you state the number of patients that are annually admitted into the hospital?—The patients admitted, cured, and discharged during the year were 6,439 (including 336 cases of cholera), and there were 85,816 medical and surgical out-patients, including casualties, most of whom were poor, sick, and lame persons; and many of them, being destitute of all relief, have been supplied with money, clothes, and other necessaries, to enable them to return to their several habitations, amounting together to 92,255.

466. Will you state from what source the revenues of this hospital arise?—From rents and funded property.

467. Will you state what the present annual income is?—Derivable from rents and funded property, about 33,000*l.* a year.

468. Is there an additional amount from some other sources? —Nothing but benefactions from individual governors, presenting their 50 guineas.

469. Which is a varying amount from year to year?—Very much so, indeed.

470. Can you form an estimate of what the average of that source of income may be?—I cannot do that. Perhaps 300*l.* a year would be the extreme. The fact is that when any little excitement occurs, we make new governors. This last year, which has been very quiet, we have not made one.

471. Should you say generally that the income of the hospital is increasing or diminishing?—Perhaps Mr. Hardwick could speak more to that point than I can. The expenditure is so heavy on account of these 90,000 odd patients, that I have been obliged to sell funded property, to the extent of 4,000*l.*, within these last three weeks.

472. How many beds are there in the hospital?—There are 640 beds, and we receive every disease with the exception of small-pox. If a case of small pox comes, we keep a little covered cart, and hire a horse in the neighbourhood and send that patient to the small-pox hospital, to which we subscribe ten guineas a year, on the understanding that they receive any patients that we send to them.

473. Do you allow patients with infectious disorders to come to your hospital in public cabs?—We cannot prevent it. I have just given you an instance where we tried to prevent it, by being at the expense of this cart and horse ourselves; but the cabs are very numerous indeed, and it is very much to be regretted.

474. This cart and horse are kept for the exclusive purpose of conveying small-pox patients?—Just so; no other purpose whatever.

475. You have no vehicle for bringing patients with typhus or other infectious disorders?—No, they bring them of their own accord; we do not seek them.

476. Have you any further observations to make?—I should like to put in a paper which was presented to my predecessor in office in the year 1851, signed by the whole of the medical staff of the hospital. Since this was signed, we have to regret the loss of Dr. Roupell, that is the only one who has ceased from us. This is a letter addressed to the then Treasurer of the hospital with reference to the open space of Smithfield, and the plan at that time in contemplation of building on it. It is a most important document.

The same was read as follows:

"St. Bartholomew's Hospital,
"Mr. Treasurer, 19th March 1851.

"The medical officers of St. Bartholomew's Hospital deem it their duty, to take the earliest opportunity of expressing, to the governors of the hospital, their deliberate opinion upon the consequences which will result to it as an institution for the treatment of disease, if the open space of Smithfield be covered with buildings after the contemplated removal of the cattle market from that locality.

"The medical officers wish to impress upon the governors, the important and well-established truth, that the successful treatment of diseases, both medical and surgical, is most powerfully influenced by the salubrity of the dwelling-place of the patients. Now the salubrity of St. Bartholomew's Hospital, independent of its admirable site and fine gravelly subsoil, is chiefly maintained by the great advantages it enjoys from the adjoining open space of Smithfield, which not only allows the sun's rays, at all seasons of the year, to shine upon its buildings, but causes a large volume of fresh air to be constantly circulating around them.

"Upon former occasions, the medical officers have urged these considerations upon the attentions of the governors, and have thought it their duty to recommend the demolition of many contiguous houses which intercepted the free circulation of air through the hospital precincts; and the governors, in order to accomplish these sanitary improvements, have not hesitated to make a considerable sacrifice of income by the removal of these houses.

"Should the open space of Smithfield be covered with dwelling-houses, manufactories, and stabling, the medical officers feel assured that the healthiness of St. Bartholomew's Hospital will be greatly impaired, that many constitutional complaints will become more intractable in its wards, and convalescence will be more protracted; also, that the issue of surgical operations will become more unfavourable, and the recovery from them more tedious and imperfect, in proportion as the atmosphere around the hospital becomes more impure, which it necessarily must be if the open area of Smithfield is allowed to be covered with buildings.

"The medical officers are so convinced of the vital importance of these considerations, that they earnestly recommend to the governors that every effort should be made to prevent the completion of a scheme, which would certainly tend to increase the mortality among the patients of the hospital, and which would materially and permanently diminish its capabilities of relieving the sick poor of London.

"We have the honour to remain,

"Your faithful servants,

(Signed) "C. Hue, M.D.
"G. L. Roupell, M.D.
"George Burrows, M.D.
"William Lawrence.
"Edward Stanley.
"E. A. Lloyd.
"F. C. Skey.
"Frederick J. Farre, M.D.
"H. Jeaffreson, M.D.
"P. Black, M.D.
"Thomas Wormald.
"James Paget.
"Frederick Wood."

477. Have you any observations to make on the city plan; here are two plans, No. 1, for building a market on the present site without removing any houses, and a second plan for removing the houses between King Street and Hosier Lane, and building a meat market in the space that would be cleared as well as in that which is now at disposal, both plans coming within 60 feet of St. Bartholomew's Hospital. As regards the hospital, the two plans are the same?—I have to make the following observations:—First of all, here is the entrance; more than 2,000 patients are admitted there day and night every week; it is nearly at the corner of Duke Street, Smithfield. The space of 60 feet would be perfectly insufficient for the carts to stand with their backs to the pavement as they do at present in Giltspur Street, the Old Bailey, and down Skinner Street, to the extent of hundreds, in the course of every day, and the meat is brought from Newgate Market on the butcher's shoulder, a large carcase, and lumped into these carts. Therefore that space would certainly be very insignificant for such a purpose as that. Again, this plan for taking down the houses at the corner of Hosier Lane, will materially interfere with the road from Giltspur Street,—that is to say, from the Old Bailey and from Snow Hill, right across as it is at present, to St. John's Street, Smithfield Bars, which is extremely narrow, as you will observe. That is the direct road to the north, to Islington, and all that way. Also in coming up from King Street, by the carts blocking this place up, it interferes with the direct road (and there is no other road) to the Eastern Counties Railway; it goes along King Street and up Long Lane, and so to Shoreditch. There is no other road to it at all.

478. The patients that enter at present by this gateway in Smithfield would have to pass up Duke Street—would there be any inconvenience to them in coming through Duke Street, as it is not likely that Duke Street would be much occupied by butchers' carts?—I should say that Duke Street would be much occupied with butchers' carts, in fact, the whole space. Nor can I conceive that, for the Metropolis, if it is to supersede Leadenhall Market, and Newgate Market, that space is anything like sufficient. And then the great point of all is, where are you to put your hay and straw? Now the hay and straw carts are the scavengers of London. They bring up hay and straw, and take away dung. And the neighbourhood all round is full of manufactures. Let me take you only five minutes' walk down Long Lane into Barbican, to Whitbread's brewery; there is an immense accumulation of hop, which is not allowed to be shot into the sewer, because it would block it up, and it is very offensive. The consequence is, that an arrangement is made with these countrymen to take away the dung and the hops from that neighbourhood. The same with Booth's,—the same with another establishment which is there.

479. Do not you think that the hay market might be removed to some spot in the suburbs of London without inconvenience?—I think it would be the greatest amount of inconvenience, and I

speak from having had conversation with, I will say, a very large proportion of the salesmen, and also with those who send their hay and straw to market, for it is a fact that a very large proportion of it comes from the north, Middlesex, and Herts.

480. With reference to what you were saying of their acting as scavengers, that might still be the case even if the place of sale were in the suburbs, for I presume that after the hay has been sold, the waggons which brought the hay to market proceed to carry it to the residence of the persons who have bought it, and that on their way back they might still pick up manure or anything that they chose to fill up their carts with on their return to the country?—It is not exactly so, there is the greatest difficulty in the world to get them to do it, time is so precious with them. Supposing a load of hay is not sold at three o'clock in the afternoon, if a man has to take the load of hay and deliver it, and then load with dung, the night is very far advanced indeed, and into the next day, before he gets home at all.

481. But is it not the practice that these carts, after having sold their hay, deposit the hay in some other part of London, and not in the market?—They do not deposit it in the market at all. They very frequently take it over so far as Camberwell, Peckham, and that way, and all round the west.

482. Then does it not follow that, as regards the point which you are raising, it is immaterial where the hay is sold, since the carts must, after it is sold, carry the hay to the place where the buyers wish it to go?—No, I cannot see that it is so. I think it is most material that there should be a central spot for the hay and straw to be brought to market in the condition that it is.

483. The point that I want to call your attention to is this:—That if the carts have to go to the same places to deposit the hay, without reference to the place where the market is, the removal of the market would not affect the journies that these carts would make through London?—They would go back without the dung—they could not afford the time to wait for it; then they must make an arrangement, if they can, to take it the next journey.

484. That is, supposing they have to go very much out of their return journey for the manure?—Yes.

485. Have you any further observations to make?—One great thing in all this matter of legislation about the market has been the extreme narrowness of all the approaches, and how very desirable it would have been to have widened all the streets not only here but in every other part of the metropolis. It is very objectionable to place a market in that position, to be encumbered with carts and with carcases in the way that it must necessarily be, to say nothing of the chimnies and the smoke. I think I understood that the height was somewhere about two stories—there must be smoke there, if there are dwellings.

486. I do not believe that this plan contemplates any dwellings.—There are a great many dwellings in Newgate Market.

487. (*To Mr. Stanley.*) Are you one of the surgeons of the hospital?—I am.

488. Have you any observations to make with respect to the proposal of establishing a meat market on the site of Smithfield?—My observations would be to the effect of expressing perfect concurrence in the correctness of the facts, and the arguments drawn from those facts, by my colleagues, Dr. Burrows and Mr. Lawrence. I entertain the strongest opinion that the erection of buildings adjacent to the only remaining open side of St. Bartholomew's Hospital, whatever be the height of those buildings, must be a detriment, and an obstacle to the ingress of fresh air. I entertain the strongest opinion that, whatever pains be taken with reference to the regulations of a dead meat market, it is quite impossible that noxious effluvia can be prevented emanating from those buildings in which meat and poultry may be lodged—it is quite impossible to prevent the emanation of noxious effluvia which will contaminate the adjacent atmosphere. I contend that whatever difference of opinion there might be, as to how far such effluvia may be noxious to animal health, there can be no difference as to the opinion of the extreme offensiveness to our olfactory organs of the effluvia arising from meat, and poultry especially, in progress of decomposition—that musty smell with which we are all familiar, and the offensiveness of which we are all most ready to acknowledge. I would say, moreover, that if the dead meat market were placed close to the hospital so that those effluvia which must necessarily arise from the buildings should extend to the square of the hospital, the result would be that we should place the patients of that hospital in a position which none of us now present would submit to be placed in if we were in progress of recovery from any severe operation, or accident or disease.

489. Have you perceived by your sense of smell any noxious effluvium in Newgate Market?—The strongest imaginable, not only in the market, but adjacent to it, the most offensive. I would beg further to express my conviction, that since those buildings were removed by the governors of the Hospital, for the express purpose of allowing a freer ingress of fresh air to the hospital, there has been a marked improvement in the condition of the patients who have suffered severe operations or injuries. In reference to one particular affection, I mean erysipelas, which is well known to be one of the most serious occurrences that can befall an individual who has suffered a severe injury or operation. Erysipelas certainly now in the surgical wards is not so severe as it was in the olden time. With reference to another point which has been alluded to, St. Bartholomew's Hospital, as has been said, is closed on three sides. The proposition is to close it on the fourth side by the buildings of a dead meat market Now to show the importance that is attached over the whole world, I may say, to the circulation of fresh air around a hospital, I will revert to a point to which Dr. Burrows has already alluded, namely, the choice made by the French of the spot for the construction of their new hospital in Paris, one of the most elevated sites, with a

wide space around it—and in reference to the same point, I would press upon the gentlemen present the still further argument which the French affirm as showing their conviction of the importance in a sanitary point of view of the matter, in reference to the way in which they have constructed their hospital. Say the centre is a square—there is a building opposite the grand entrance, which is the chapel. Then striking off at right angles from that central space are the wards, which are detached buildings with wide spaces between them, so as not only that there shall be a free ingress of air to the central space, but it is so many separate hospitals in fact, with wide spaces around them for the free circulation of fresh air. Now what a contrast there would be if St. Bartholomew's Hospital, being closed as it is now by buildings on the three sides, to the fourth side were attached a dead meat market—contrast that with the position and circumstances of the hospital recently erected in Paris.

490. Have you made any estimate of the probable result upon the recovery of patients that would ensue from filling up Smithfield with a building?—No, I have not made any estimate; I do not think it possible to make an exact estimate; my impression is undoubted.

491. Are you aware of any facts which would bear upon such an estimate?—As Dr. Burrows has very properly suggested, there is one obvious comparison which immediately suggests itself, namely, the larger amount of success that attends the progress of severe operations performed in an hospital in the country, surrounded of course with fresh air as contrasted with what it is in a London hospital, even with all the appurtenances that belong to it. That point may be placed before you in the strongest way—there are operations of the severest kind, of which the result is that performed far away in the country, they are favourable 10 or 20 per cent. beyond what could be obtained in a London hospital, with the disadvantages of the proximity of buildings, and the want of fresh air—and there can only be that source of difference, for I must contend that as regards the London hospitals generally, the abundance of means for the supply of every want that can arise for the patients, permits only one conclusion to be drawn, namely, that if there is a difference unfavourable to the result of cases in the London hospitals, that difference can only be attributed to the circumstances under which they are placed with reference to a less supply of fresh air.

(*Mr. White.*) May I be permitted to say one thing. I mentioned that there are 640 beds, but independently of that there are sisters and nurses, and porters and beadles, and taking the medical staff, and those who have business at the hospital, there being also a college for students—there are 1,160 persons who have business there every day.

492. (*To Mr. Hardwick.*) Are you the architect of the hospital?—I am.

493. Will you state to us the circumstances attending the removal of the houses which formerly stood between St. Bartholomew's Hospital and Smithfield?—There was a range of houses fronting Smithfield, which was removed by the governors of St. Bartholomew's Hospital about 15 years ago; those houses entirely prevented the free circulation of air from the open space of Smithfield to the hospital. The revenue arising from those houses was about 1,100*l.* a year, so that the hospital sacrificed property to the amount of 20,000*l.* in order to gain as much free air as possible to the hospital, the only open space being from Smithfield.

494. Were those houses between Smithfield and the church?—Yes.

495. What height were they?—Four or five stories high. This (*pointing to the plan*) which Mr. Lawrence and the medical gentlemen have been speaking of as the entrance, is within about 70 or 80 feet of the corner of Duke Street, where the out-patients and the casualty patients are admitted daily. Then immediately behind these casualty wards are the accident wards, which adjoin the operating theatre where the operations are performed. After the amputation or the operation has been performed, the patient is taken back to these wards, so that these wards are the most important surgery wards of the hospital, being the nearest to Smithfield. This building was erected about 14 years ago—it is an isolated building with an operating theatre, accident and casualty wards—of course the object being to have the entrance to these casualty wards as open as possible to the public, and at the same time not to bring the casualty patients into the quadrangle of the hospital. It is a building two stories high.

496. In order to get a space in Smithfield large enough for a meat market, it would be necessary to remove these houses which jut out into Smithfield between King Street and Hosier Lane?—Yes.

497. Do those houses belong to St. Bartholomew's Hospital?—The greatest portion of them—there is one block which does not belong to the hospital, but all the rest, that great island of property extending quite down to Snow Hill, is the property of St. Bartholomew's Hospital.

498. What tenure has the hospital of them?—Freehold.

499. Would the hospital be willing to give them up for the purpose of establishing a dead meat market?—I cannot say what the governors would do, but I take it they would offer the greatest possible opposition in Parliament to such a measure, and they would not be content with any price that might be offered for them.

500. Do you consider that that is property of great value?—Decidedly. It is a very fine property. All this side of Hosier Lane belongs to the hospital (*pointing out the same*).

501. Supposing that a dead meat market were not placed in Smithfield, what do you conceive would be the best appropriation of Smithfield?—An open space. The space of Smithfield is, at last, extremely small. This space which is proposed to be enclosed is but three quarters of an acre of ground (*pointing to the plan*). I took the liberty of suggesting, that a portion might be enclosed for the hospital and for the inhabitants of the neighbourhood, so as to keep a walk or garden, or something of that kind, leaving the rest to be appropriated for a hay and straw market. Certainly nothing would be better than to leave the whole as an open *place*, as you find in a French town, and then to let the hay and straw market be carried on just as it is.

502. (*Mr. Brand.*) Your observations apply solely to that portion of Smithfield Market called West Smithfield?—I believe that part of Smithfield is granted by a charter of Charles the First; but I am not quite sure of it. Then there is a great deal of property by the side of Long Lane which is the freehold of the Corporation of London, with which I think we have no right to interfere. I am only dealing with the property in front of the hospital. This plan will show exactly the position of the hospital, how completely it is shut in by Christ's Hospital and other buildings, so that the only air that we have is from the north-west.

503. (*Chairman.*) Do you consider that if these three plots of ground which constituted the former market of Smithfield were left open, it would become a place of recreation and enjoyment for the poor of the neighbourhood?—No doubt of it. It is most essential to keep it open. I have brought a general plan of the City, which shows its position. Here is St. Bartholomew's Hospital. Here the area of Smithfield; look at what a dense mass of houses and population is contained in the City of London, and Smithfield is the only open space which is left to all this great population for anything like air and ventilation.

504. It is not much larger than Finsbury Circus?—It is about as large as Finsbury Circus. Then again, give me leave to draw your attention to the line of Duke Street, which, by the City plan, and particularly by their second plan, is greatly interfered with. Long Lane and Duke Street are both very important approaches. King Street has a constant traffic all the way across this side of Smithfield. Now, by the second plan, they appear to propose shutting it up to a very great extent and turning it into a circuit for carriages, which would very much interfere with the traffic. Then give me leave to show you how very bad the approaches are to Smithfield. I take it that the Corporation could hardly have selected a worse spot for a dead meat market in the whole of the City of London than the area of Smithfield, in addition to what you have heard from these gentlemen about St. Bartholomew's Hospital. Look at the access to it, how narrow are Duke Street and Long Lane; the whole of King Street—again, the whole of Smithfield Bars—see the very narrow approach there. With the dead meat market in Newgate Market, the carts

are absolutely obliged to stand all the way down Newgate Street and Giltspur Street. If you increase that to a very great extent, what must evidently be the consequence all the way down Long Lane, and in front of the hospital? Will you allow me to advert to the other plan. The Corporation always looked forward, when they contemplated the removal of Smithfield Market, to get rid of a very bad and low population; they then intended that the dead meat market should be brought immediately in front of their new street, Victoria Street, upon the line where I am sketching it. Nothing could be better than that situation, because it is upon a line of street which extends all the way up to the north, and upon a main sewer which goes down at once to the river. If the dead meat market is here (*pointing to Smithfield*) the drainage must go down Giltspur Street, cross Snow Hill, or down the Old Bailey, and then down Bridge Street, by a very circuitous line; whereas if it was at once in Victoria Street, the drainage would be immediately upon the great line of sewer which they are now constructing. That scheme was very early proposed.

The Deputation withdrew.

JOHN SIMON, Esq., examined.

505. (*Chairman.*) Were you medical officer of the City of London before you were appointed to the situation which you now hold at the General Board of Health?—I was.

506. Has your attention been directed to the proposal of erecting a dead meat market in Smithfield?—It has.

507. Will you state to us your opinion upon the advisability of such a plan?—I think it very desirable for the interests of the patients in the hospital, that there should be as free access as possible of air to the wards which they inhabit.

508. Is it an acknowledged fact that the hospitals in London generally already suffer materially from the want of fresh air?—I believe that all the London hospital surgeons would admit with very great regret that their operations prosper far less than operations of equal gravity undertaken in the country; and they attribute this to unwholesomeness in the air of London, irrespectively of those influences which depend on several persons being gathered together in the ward which is the scene of operation.

509. Therefore you conclude that the circulation of air which reaches St. Bartholomew's Hospital on one of its four sides, is of great importance to the speedy recovery of the patients?—Both the quantity and the quality are very important.

510. Do you think that the quality would be materially effected by the proximity of a dead meat market?—Perhaps hardly so much as has been represented by some of those who take very strong views of the injurious influence of a dead meat market; but such

influence as it would exert would certainly not be for the best. It is obviously the interest of persons whose trade constitutes a dead meat market, to have their commodity in a state not unwholesome, that no offensive effluvia shall arise from it; it is their interest to have it in a state of soundness, and in a state of soundness it is difficult to believe that it could be hurtful to health. But I see in one of the plans a proposal for establishing at the site of Smithfield not only a dead meat market, but a poultry market, and a fish market. That is certainly bringing together a great quantity of dead animal matter, condensing it very much. If any harm can arise from matter of that kind, in its average freshness, one certainly would expect such harm to arise when three markets of a magnitude sufficient to supply London are thus brought to a centre.

511. In the case of meat which has been brought from Scotland or from other distant places, do you think that even when no decomposition is perceptible to the senses yet some may be going on to an extent that might vitiate the air?—There does not exist, so far as I know, scientific knowledge for answering that question precisely; but one can get something like an empirical answer to it when one looks to the operation of Newgate Market, as it at present stands, in relation to Christ's Hospital. Christ's Hospital, with a very large young population—a population which certainly would be susceptible to causes of disease, is about as near to the present Newgate Market as the wards of St. Bartholomew's Hospital would be to the proposed meat market of Smithfield; and Newgate Market has not the advantages of a good ventilation—it is a very over-crowded and nasty place. Yet I am not aware that at Christ's Hospital they have traced any illness to the operation of that market.

512. Are you aware that the question of moving Christ's Hospital into the country has been frequently discussed among the governors of that hospital?—I am.

513. But you are not aware whether the unhealthiness of the site has formed one of the material elements of that discussion?—I am not.

514. Do you consider that it would be very desirable for the inhabitants of that part of London to have Smithfield reserved as an open space for them to walk in or to sit in during the time when they are not employed?—Yes, I have no doubt about it. I have a great familiarity with many of the courts and alleys about Smithfield, acquired during the period at which I was an officer of the city; there are populations there of some magnitude which scarcely know what it is to get a breath of fresh air. In that particular clump of property which was just now described as belonging to St. Bartholomew's Hospital, there are courts which sunshine can scarcely penetrate.

515. You conceive that to the inhabitants of those courts it must be a great blessing to be able to emerge into the open space of Smithfield, where they can see the sunshine and breathe the fresh air?—Undoubtedly.

516. If they were deprived of Smithfield, is there any other open space to which they could readily have access?—No.

517. Which is the nearest point to people living in the courts which you mention where they could find an open space into which they might be permitted to go?—It seems doubtful whether Victoria Park or Regent's Park is nearer to Snow Hill.

518. (*Mr. Massey.*) How are the other hospitals situated, with regard to fresh air—with reference to the proximity of buildings—St. Thomas's, Guy's, and the City Hospitals?—The older part of St. Thomas's is shut in, but the new part is tolerably clear; Guy's is towering to a higher level than the buildings which surround it, but otherwise it is much shut in.

519. They are hospitals, I understand, of inferior size to St. Bartholomew's?—Very little.

520. Nothing material?—No. There are three hospitals, I think, of which the population is above 500, and St. Bartholomew's is the largest of these, but only slightly the largest.

521. (*Chairman.*) In a sanitary point of view, do you attach much importance to reserving Smithfield as an open space?—Yes; I cannot doubt that it would be an advantage to the neighbourhood, and likewise to the hospital; and I should be more disposed, I think, to insist upon that advantage of keeping the space open than on any considerable amount of positive nuisance or injury otherwise likely to depend upon the dead meat market: for, if the dead meat market is to cause such unwholesomeness, there seems to be no reason why it should be put at all within the inhabited area of London; it would appear not only that it must not be in Smithfield, but that any population might protest against its coming to their neighbourhood.

522. (*Mr. Massey.*) Do you agree with the calculation of Dr. Burrows, that the recovery of patients from constitutional disease would be postponed a week by the neighbourhood of the market?—I have not data of sufficient exactness to enable me to come to that conclusion.

523. (*Chairman.*) In the prosecution of your duties as Officer of Health of the City of London, you became well acquainted with Newgate Market and its neighbourhood?—I did.

524. Have you observed any decided effluvium arising from Newgate Market and extending into Newgate Street?—I believe that in the days when slaughtering was very extensively practised in Newgate Market, much more extensively than at present, that may have been the case, but I should doubt whether at present any such effluvium would be perceptible in Newgate Street. In further reference to that point, I may, perhaps, be allowed to say that I think the great danger of a dead meat market to the neighbourhood in which it is situated depends not on its own effluvium, but on the effluvia of trades which it tends to bring round about it. It seems certain that there is a tendency in a dead meat market to develop slaughtering establishments in its own immediate proximity. It appears to be nearly indispensable for the pur-

poses of the trade that a dead meat market should have slaughtering places as near it as possible. It used to be objected to the old cattle market at Smithfield that it brought slaughtering; but it was very conclusively shown by those who were interested in keeping the cattle market in its former position, that it was not the live meat market which did that, but the dead meat market. So that if one is to reckon on a dead meat market being established in the present position of Smithfield, one must look not only at the direct operation of the market, but at this operation, *plus* that of all the slaughtering establishments which may be around it; and I think they may bring a serious amount of evil.

525. Do you think that it would not be posible to prevent the establishment of any new slaughter-house in the crowded part of London by the municipal powers of existing Acts?—I am not sure whether there is a power under Sir Benjamin Hall's law to prevent the establishment of new slaughter-houses; but, at all events, it is very difficult to prevent the enlargement or the over-working of those which already exist; and it is, perhaps, even a greater evil than the establishment of new slaughter-houses, that existing establishments get more work than they can do in a clean way.

526. (*Mr. Brand*) You stated just now that the slaughtering of cattle had decreased in Newgate Market; by what means has it decreased?—By the suppression of the under-ground slaughtering.

527. Has the slaughtering increased in the neighbourhood of Newgate Market?—I have not certain information about that. The slaughtering has greatly increased in particular slaughter-houses within the market, but not to an extent, I believe, which balances the good done by the suppression of the under-ground slaughtering, which was a great nuisance.

528. The trade in meat in Newgate Market having increased largely, is it not reasonable to suppose that an increase of slaughtering has taken place; and that if you have driven it, by legal provisions, from Newgate Market, is it not reasonable to suppose that that slaughtering exists beyond the precincts of the market?—I believe that the increase which has taken place in the sale of dead meat there has depended chiefly upon the immense influx of railway-carried meat from the country.

529. (*Chairman.*) By what authority were the under-ground slaughter-houses discontinued?—By the City Sewers Act.

530. And you believe that that has been effectively done?—Yes; there is not a single slaughtering cellar in the City of London at present.

531. (*Mr. Brand.*) Do any slaughtering-cellars exist in the immediate neighbourhood of Newgate Market, and without the precincts of the city?—That I do not know. It is an evil which was more likely to obtain in the city, owing to the great value of property there than in parts of London where it would be, comparatively speaking, easy to obtain sufficient superficies for slaughtering above-ground.

The witness withdrew.

Mr. Matthew T. Hooker,
Mr. Frederick D. Edwards,
Mr. George Sidney S. Williams,
Mr. William Geeves,
Mr. George Atwell,
Mr. Richard Madgin, and
Mr. John Layton,

Attended as a Deputation from St. Mary, Islington, on the subject of cattle-driving to and from the Cattle Market.

Mr. John Layton, the Vestry-Clerk of St. Mary, Islington, delivered in the following two memorials, which were read:

"To the Right Honourable W. F. Cowper, M.P., President of the Board of Health.

"The humble memorial of the undersigned inhabitants of the Parish of St. Mary, Islington, in the County of Middlesex,

"Sheweth,

"That, in order to prevent the annoyance, nuisance, and danger occasioned to the inhabitants of the Metropolis, by cattle being driven to and from Smithfield Market, the Metropolitan Cattle Market was established near the Caledonian Road, in this parish.

"That, to provide for the requirements of the butchers and meat salesmen, very convenient slaughter-houses were erected within the walls of the market by the Corporation of London.

"That, pursuant to Act of Parliament, powers were given (under the sanction of the Secretary of State) to the Corporation of London to make byelaws for the regulation of the market.

"That, with the view to frame regulations to prevent the continued annoyance and nuisance to the inhabitants of this parish in particular, by the droves of cattle entering and passing through the parish, to and from the market, and also to prevent the unnecessary desecration of the Sabbath, several influential inhabitants of this parish, with other persons, were examined by the Markets Committee; and your memorialists beg respectfully to refer to the Minutes of the Evidence taken by that committee, especially to the following extract of the examination of Mr. Moseley (the representative of the Eastern Counties Railway Company), viz., 'I may be permitted to say that the new market will probably, according to report, be opened in the course of six months, and we have already agreed to invest a large sum of money in order to complete a communication from our main line of railway to the new market, so that the cattle coming from all parts on our line of railway will be taken completely into the market. That not one head of cattle shall walk through the streets of Islington, and that the desecration—an evil which we all lament—we shall be most ready to take active measures to cure. The cattle will be taken completely into the market, and will be placed there. It is for our interest to get our cattle landed safely in the market, and our responsibility then ceases.'

"That no such railway communication has yet been made.

"That the Chairman of the Markets Committee expressed the earnest desire of that Committee to lay down such regulations as would prevent unnecessary cattle driving through the streets of Islington.

"That a byelaw for this purpose was subsequently prepared and sanctioned by the Secretary of State, but from the peculiar wording thereof its object has been wholly defeated; and the fact is, that cattle are now driven about the streets of Islington during the week, as well as on Sundays, to a greater extent than was the case before the new market was established.

"That since the new market has been opened the lairs in the immediate neighbourhood, especially those in the Liverpool Road, have been, to a larger extent, resorted to, whilst those in the market itself are very slightly used.

"That there are most commodious and efficient lairs, slaughter-houses, and every accommodation for a dead meat market in the new cattle market.

"That it has hitherto been considered desirable that the live and dead meat markets should be as close together as possible.

"That it will be most beneficial to the Corporation of London, the butchers and the inhabitants of Islington, either that the dead meat market should be removed to Islington, or that the cattle should be slaughtered there, and the dead meat taken to the sales men at the market, if established elsewhere.

"That the increased driving of cattle to and from the market, through the streets of Islington, occasions much danger, annoyance and inconvenience to the inhabitants, especially to aged persons, females, and children, and to the number of pupils in the numerous schools near the market.

"That house property has become very much depreciated in value, and many inhabitants have left, and others have given notice of their intention to quit their residences in the parish in consequence of this evil.

"That the subject of the establishment of a meat market is now under the consideration of Her Majesty's Government, and of the Corporation of London.

"Your Memorialists therefore pray, that you will be pleased to report that it is most desirable, and necessary for the inhabitants of Islington, that the cattle should be taken direct into the market by means of a branch railway as originally contemplated.

"That you will also be pleased to report that it is advisable that the dead meat market should be established at Islington; or that the whole of the cattle should be slaughtered at the new cattle market, and that no slaughter-houses should be permitted to be erected or used either in the dead meat market or its neighbourhood, if removed elsewhere.

"And your Memorialists will ever pray, &c."

Signed by 1,800 persons.

"To the Right Honourable W. F. Cowper, President of the Board of Health.

"The humble Memorial of the undersigned Butchers, Slaughtermen, Meat Salesmen, and Agents for the Sale of Cattle,

"Sheweth,

"That your Memorialists have heard that it is in contemplation to remove the dead meat market from Newgate Market.

"That, in the opinion of your memorialists, it is always beneficial to have the live and dead markets in close proximity.

"That it would be very beneficial to our trade, and also to the City of London, if the dead-meat market were removed to Copenhagen Fields, where the Corporation of London has, at a very large expense, provided most ample accommodation.

"Your Memorialists therefore pray, that you will be pleased to advise Her Majesty's Government to establish the dead meat market at Islington.

"And your Memorialists will ever pray, &c."

Signed by 182 persons.

The Deputation withdrew.

Adjourned to Thursday next at 11 o'clock.

Thursday, 10*th April* 1856.

PRESENT:

The Right Hon. W. F. Cowper, M.P., in the Chair.
The Hon. H. B. W. Brand, M.P.
W. N. Massey, Esq., M.P.

Mr. Edward John Davis and Mr. Isaac Circuit examined.

532. (*Chairman, to Mr. Davis.*) Are you a hay salesman?—Yes.

533. Are you accustomed to frequent the market for hay in Smithfield?—Yes.

534. Do you consider the site a convenient one for the business which is carried on there?—The best in London.

535. What other markets are there for hay in London?—Whitechapel and the Cumberland Hay Market; there is also some sale of hay at Hungerford Market, brought up by barges. Cumberland Market is removed from the old hay market.

536. Are there any differences in the mode of carrying on the business in those different markets?—No; the main difference would be between Whitechapel and Smithfield, the Whitechapel Market being held in a crowded thoroughfare—that market is held in the main street, and that makes a difference between it and Smithfield,—Smithfield being altogether out of the traffic.

537. In Whitechapel the carts are ranged lengthwise in the middle of the street?—They are.

538. Is that found to produce any inconvenience?—Very great, I understand.

539. Can you state what are the proportions of business done in the different markets?—That at Smithfield is the largest.

540. To a considerable extent?—I should say that it is one-third or one-fourth larger than that at Whitechapel, and I should think three times as large as that of Cumberland Market.

541. (*Mr. Brand.*) What is the actual amount of sale at Smithfield in a week?—I should say on an average from 300 to 400 loads per day, from 1,000 to 1,200 loads per week; but it varies very much, some days we may have even less than 200 loads, on other days we may have even over 400. We have three market days per week.

542. (*Chairman.*) Do you think that much inconvenience would occur by removing the hay from Smithfield, and allowing the market to be transferred either to one of the existing markets or to a new one in the suburbs?—Very great.

543. Will you state what you consider the inconveniences would be?—The inconvenience in the first place, as regards Whitechapel, would be that the thoroughfare is already overcrowded, and if you are to have double the quantity of hay there it will be impossible to find accommodation for it. It already diverges into the new street, right and left, called, I think, Commercial Street, from the main street. If you moved it to the new metropolitan cattle market, as I have heard proposed, the effect would be entirely to destroy the hay market. You would never get a hay market there, from the very nature of the business.

544. Will you explain what you mean?—I will. The nature of our business is mainly this: that the farmers draw their loads of hay to market, keeping relays of carts in our yards; the men place the load of hay down in the market and then take their cart out of my yard, or that of whatever salesman they may employ, which cart they take to get a load of manure from some of the stable-yards or cow-yards in London, and they go away home with it; then, when the salesman sells the load of hay, he draws it out with his own horses and makes a specific charge to the farmer for drawing that load of hay to the consumer, consequently he has to make a calculation of so much per load upon the average of distances. Now, at least one-third, if not more than that, of the quantity sold in Smithfield goes southward to the different large wharfs in the neighbourhood of the Thames, a great deal in the neighbourhood of Clapham, Brixton, Kennington, and that way; consequently, if we removed to a northern market, we must make a largely increased charge for cartage, and the result would be that we could not compete with Whitechapel Market nor with Cumberland Market. Our trade would of itself go to Whitechapel Market, as then being the more convenient, the salesmen of Whitechapel would be enabled to draw from Whitechapel at the same rate at which we now draw from Smithfield, while we could not by any possibility draw at the same rate from Copenhagen Fields, so that you would throw the whole trade into that market. Again, in

the case of Smithfield, large quantities of hay are brought up by barges on the Thames, which barges discharge their freight of hay in the neighbourhood of Blackfriars' Bridge and load back again with manure from the cow-yards and stable-yards of London, and they are a very great assistance in keeping the different yards clean. We could not possibly draw that hay to Copenhagen Fields and sell it, and then draw it away again without a largely increased charge. We take the hay out of the barges on to our own carts.

545. At what parts of the river?—In the neighbourhood of Blackfriars Bridge, there are wharfs on both sides.

546. Then you think that if a market were established at Copenhagen Fields, it would be necessary also to have a market for hay on the south side of the river?—It would be necessary to have one somewhere near its present site. I think the south side of the river would not answer. There have been two attempts to establish a hay market on the south side—one was called the Borough Market in the Borough, and another was near the Waterloo Railway Station—both attempts have failed.

547. To what do you attribute that failure?—I presume it must be, because there was a larger supply in Smithfield, and Smithfield would have the advantage of the supply from the farmers north of London, and those farmers act as scavengers in the City of London—they take away the manure.

548. Is it the case that much the largest proportion of hay that enters London, enters from the north?—That which enters on the farmers' carts, from the north and north-west; a large quantity from the north, take the north of the river.

549. Is the hay that comes in barges on the river, a large proportion?—A large proportion of clover, and a large quantity of straw, and some hay.

550. Could not that without inconvenience be carried to a market, placed on the southern side of the river?—The same buyers would require meadow hay from the north, and the clover that comes into the river.

551. So that the separation of the clover from the meadow hay would be an inconvenience to all parties?—Yes. The effect would be that the larger salesmen would not go to Copenhagen Fields—they would rather sell upon their own premises.

552. Might not some of the business now transacted at Smithfield, be transferred to Cumberland Market and Hungerford Market?—There is a small sale at Hungerford for hay brought in barges; there is not more room in either market than is now occupied by the hay.

553. Will you explain in detail what the arrangement is by which the farmers who bring their hay into London become, as you may term it, the scavengers of London?—The farmer instead of working one cart, will work two, or instead of working two he will work four according to the quantity of hay he wants to bring to market; he keeps his reserve carts in the salesman's yard; his team arrives in London at from 6 to 7 o'clock in the morning

with a load of hay, which load of hay is set down upon the stand of the salesman, whom he employs in Smithfield. The carter then takes his horses into the salesman's yard, and takes his empty cart from the yard, and goes round to some of the stable and cow yards and gets his load of manure, and is away out of London usually by, I suppose 9 o'clock in the morning, on his road home. Some of them may perhaps be a little later coming from a greater distance, and they would be away by 10 or 11 o'clock. Then when the load is sold in the market by the salesman, the salesmen draws it out with his own horses. After the cart is emptied he puts it into his own yard, and that cart is ready for the following market day, when the farmer again brings a load of hay upon the cart which he had taken home with the load of manure upon the previous day. According to the size of the farm, the farmer would keep two four, or six carts, according as he would bring one, two, or three loads of hay to market.

554. You mean to intimate then, that if the farmer no longer brought his hay to Smithfield, he could not with convenience to himself call at the places from which he now takes manure?—No, the effect would be that if you established a hay market at Copenhagen Fields, a certain class would spring up (they are already springing up to a certain extent) in the metropolis as manure dealers; they would take the manure from the different stable yards in London, which the stable keeper now gets something for, or at all events gives it away to the farmer. He would in that case in all probability have to pay these parties so much per load to take it away. They would form depôts in the neighbourhood of the market, and then the farmer would buy it from those depôts, those depôts would become increased—they are already being established to a great extent in the neighbourhood of the Great Northern Railway I have understood.

555. You think that the manure would have to accumulate for two or three days?—Yes, it is so now. Two or three carts come for manure—the parties are paid in some instances so much to take it away in a given time. That manure is taken to the neighbourhood of Battle Bridge or Maiden Lane, and placed in the Great Northern Railway Trucks, and sent down into the country.

556. Can you state where the salesmen who frequent Smithfield Market generally reside?—I reside in Smithfield; Mr. Circuit resides in Smithfield, and I think nearly all reside in London or its vicinity, some one or two do not.

557. Are the yards in which these farmers' carts are kept in the neighbourhood of Smithfield?—In the immediate neighhourhood.

558. (*Mr. Brand.*) When you speak of 1,000 loads being sold in Smithfield weekly, do you include straw?—Hay, clover, and straw, I should say on an average from 1,000 to 1,200 loads per week, but then the quantity varies very much from one day to another. I have known days when we have not had, perhaps, above 150 to 200 loads of hay and straw altogether in the market; and on other days we have had over 400.

559. Confining yourself to the average, you would say that it is about 1,000 loads weekly?—I should.

560. Where does that hay and straw come from principally?—The hay which comes to Smithfield principally comes from the north of London, the north, north east, and north west, principally north and north west. The greater part of the clover would come by the river and the railway; a large portion comes from Kent.

561. Can you state what proportion comes by the river and by rail, taking the whole supply of hay and straw?—I should say that, including hay, clover, and straw, something like one third would come by barge and by railway; but a portion of that would come by the northern railways.

562. Then I am to understand that two thirds of the hay and straw brought into Smithfield come from the immediate neighbourhood of London on the farmers' carts?—Yes.

563. Within a circuit of how many miles, should you say?—Twenty to twenty-five, I should say.

564. Does not the principal portion of hay and staw, coming by the river, go to Hungerford Market?—No, a very small proportion goes there.

565. There is a great quantity of hay and straw brought by rail into London, is there not?—A great quantity.

566. What becomes of that?—It goes to the different markets to be sold; some portion, perhaps, is sold without coming to market at all.

567. Is not a very large proportion indeed sold without coming to market at all?—I think a great proportion is.

568. Can you form any idea as to the amount of hay and straw supplied to the metropolis?—I could not give anything like an authoritative reply to that question. I should say perhaps 2,500 loads, or something of that sort.

569. Not more than 2,500 loads?—I should say not per week; it might be 3,000 loads, but I am speaking, to a certain extent, at random upon that matter.

570. Have you had a long experience as a salesman of hay and straw?—About ten years.

571. Is there a toll paid upon hay and straw at Smithfield?—Yes.

572. What is the amount of that toll?—For carts that are free there is only a penny charged; upon those which are not free there is a toll of 6*d.*

573. What proportion is free, and what proportion is liable to charge?—By far the larger proportion is free.

574. Do you, as salesman, pay a toll to the Clerk of the market yourself?—Yes, we book it into a market book, and the Clerk takes it out from time to time, and comes round and collects it.

575. What is the toll at Whitechapel?—I think the toll there is 3*d.* per load.

576. Is there any privilege for freemen at Whitechapel?—None at all.

577. What is it at Hungerford Market?—At Hungerford Market I think there is no toll at all; I only pay wharfage for the use of the wharf.

578. With regard to Cumberland Market, can you state what the toll is?—I think there the toll is 3*d.*; and if an alteration were made, equalizing Smithfield as is suggested, it would be a great advantage.

579. Is the existence of that privilege a disadvantage to the trade or to the public?—I think it is no disadvantage to the public, but I think it tends to reduce the amount of the toll very much. I think it is very likely (I do not say that it is so) that it is opening a door for fraud. Salesmen cannot have a knowledge whether a party is free or not, if he asserts that he is free.

580. When you state that you think the consumption of hay and straw, in London, is limited to 2,500 loads per week, have you entered into any calculations upon the subject?—No, I have not. I am simply taking the quantity sold in Smithfield and the quantities that I imagine are sold in the other markets, and what I imagine would be sold by the different dealers. I certainly should not think that it would exceed 3,000 loads per week, but I have made no calculation.

581. (*Chairman.*) Supposing that the hay market were removed from Smithfield, to a distance which was considered inconvenient by those residing in the southern parts of London; do you think it would lead to the salesmen becoming themselves retailers of hay?—I feel quite certain that the larger salesmen would become wholesale dealers in hay.

582. In that way the convenience of those who purchase might still be preserved, since they would have access to the premises of the salesmen instead of going into the market itself.—In that case they would lose the advantages they now have of the choice of an open market; they might be disposed, in order to save their time, to take the smaller choice of a wholesale dealer.

583. (*To Mr. Circuit.*) Do you sell hay in Smithfield Market on commission for farmers?—Yes.

584. Have you been for many years in the business?—I have been there 42 years.

585. Has the amount of hay sent into Smithfield Market to be sold increased within your recollection?—No.

586. Are you acquainted with the other hay markets in the metropolis as well as with Smithfield?—No, not particularly so. Whitechapel I have known for years.

587. Do you think that either Whitechapel or Cumberland Market has space enough for an increase of business?—I should think not. Whitechapel is already over crowded, and being a thoroughfare, a public street, there is a great complaint about its its being blocked up.

588. Can you state what circumstances guide the farmers who send hay, as to their choice of the market to which they send it?—As far as that is concerned I have very large premises, and the accommodation which I have is for standing carts, as

Mr. Davis has already stated; the men coming there in the morning find it a great advantage to put the hay there, and they take the carts away and load in the stable-yards. They come in at 6, and sometimes are out at 7 or 8, or 9 at the furthest, with a great many loads of manure.

589. So that producers of hay are probably guided in the choice of a market by the salesmen who reside at the market, as well as by the prices which they are likely to get?—Quite so.

590. Do the prices range the same in the different markets?—Nearly so, I should say.

591. Will you state what inconvenience you think would result from the removal of the hay market from Smithfield to some other site?—Very great inconvenience. A great deal of our hay goes on the southern side of the water. I should say two thirds of it goes to Blackfriars Bridge, and Lambeth, and all round there; if the market were at a distance it would be inconvenient; parties would not go to the market at Copenhagen Fields, they would go to Whitechapel. Again, we should have to put more expense upon the farmer for carting the hay that distance.

592. If the Smithfield Hay Market were removed to Copenhagen Fields, might not this result occur, that those who live in the northern part of London would buy at Copenhagen Fields, and those who live in the south would go to Whitechapel?—They might, but on the south side they do not get the same quality that that there is at Whitechapel. Whitechapel has a different quality of hay from what we have at Smithfield.

593. Supposing that the Smithfield Market were removed to any of the suburbs of London, the inconvenience which would result would be chiefly that the carts which had to convey the hay to the places of the people who purchased it would have rather further to travel?—A great deal.

594. Would there be any other inconvenience except that?—Yes, in carting the manure; the carts would ot come down to Smithfield for manure, they would get some in the neigbourhood instead, therefore the manure must remain as Mr. Davis has stated.

595. It would always be the interest of the farmer to take back his cart full of manure?—Decidedly so.

596. Therefore, if he did not get it from one place he still would get it from another?—Of course.

597. (*Mr. Brand.*) What is the size of Whitechapel Market?—I cannot tell you; it is one continuous street. I do not know the size.

598. Did I rightly understand you to say that two thirds of the hay and straw were sold to buyers on the south side of the river?—Of what is sold, I should think it averaged nearly two thirds in the neighbourhood of Blackfriars and that spot; some further; some goes to Lambeth and Kennington.

599. Is any hay and straw sold by farmers on the south side of the river?—Not that I am aware of. In Surrey they grow very little hay; in fact they are obliged to come to London for hay

from most parts of Surrey, such as Kennington, Lambeth, and Brixton; they come to Smithfield and Whitechapel for hay.

600. Then a large proportion of buyers, coming from the south, have to cross the river to Smithfield Market, and buy their hay, and take it back to the south again?—Yes.

The witness withdrew.

Mr. Robert Allen, examined.

601. (*Chairman.*) Do you follow the business of a butcher upon a large scale?—Yes.

602. Where is your shop?—In South Audley Street.

603. Are you in the habit of frequenting Newgate Market?—Yes.

604. Have you also bought any meat at the new cattle market at Copenhagen Fields?—No.

605. You are aware, that when the Act of Parliament was passed, it was proposed that the dead meat market should be removed to the new market with the sale of live cattle?—It was suggested that both markets should be put together under Mr. Hicks' plan, in Farringdon Street. I did not know that it was suggested to have them at Copenhagen Fields. I never saw a plan of that description.

606. Is there not now at Copenhagen Fields some space reserved for a dead meat market?—I should say there is plenty of room to establish it within the area which they now occupy.

607. Would it be inconvenient to you in your business, if the dead market were with the live market at Copenhagen Fields?—No. I should prefer it to be there certainly.

608. It would be convenient to you when you go to the new market to buy live beasts, that you should also have the power of at the same time going into the market to buy dead meat?—Yes, decidedly so. I speak from personal motives because it is nearer to me. I find it very inconvenient now, the markets being so far apart.

609. Should you be willing to go to Copenhagen Fields on Tuesday, Wednesday, Thursday, and Saturday, as well as on Monday and Friday?—Certainly, I must go. If I understand you that there is to be only one market, I must go every time I require it; every morning most possibly at this season of the year.

610. Would it be as convenient to you to go to Copenhagen Fields on the days when there is no live market, as it would be to go to Newgate Market?—Yes, I see very little difference as regards the distance, and I have no objection to the locality myself. I think that from my shop the roads would be better for the horse than is now the case. I should be off the stones.

611. So that viewing the subject in all its bearings you would prefer the dead meat market being at Copenhagen Fields, to its remaining at Newgate Market?—Yes, decidedly I should. I prefer their being both together. I did not advocate the market going there: I was an advocate for its remaining where it was, on an improved scale, but as it has gone there, I advocate the dead

meat market adjoining it. I think it is most convenient for the trade generally. You are aware, that if you make a dead meat market there, and if there are to be other markets I should go where the best description of meat is, if there are two markets. I now do a great deal of business with Mr. Hicks: I am buying a great quantity of meat of him. I am paying him as much as 50*l.* a week; consequently, if he said "I shall establish a market in another locality," I should go where it was.

612. Then wherever the bulk of the salesmen established a market, you, as a customer would find it to your interest to go? — Where the best description of meat was. I have no respect of person or locality; I am not like some butchers, who go where it is the cheapest; I must go where it is the best for my connection of customers. I have to provide the best that comes to the London market, and wherever the best was, there I should go.

613. Supposing the salesmen, who now sell in Newwate Market, were to remove in a body to the new market in Copenhagen Fields, do you think they would find as many customers as they have now?—I do not see why they should not. Certainly, if you only make one market, the metropolis must be supplied, and the butchers must go there; there is no alternative at all that I see. My opinion is, that it would be better to establish a new market at Copenhagen Fields, doing away with Newgate and Leadenhall Markets; it would be better in the end. I should advocate it. I am not acquainted with the locality, and I am not aware whether the drainage is good there. It is necessary to have a good drainage for a dead meat market. In the old Smithfield Market and the present Newgate Market there is excellent drainage: it is very high. There is nothing stagnant or offensive. It is always sweet and clean; but there is not accomodation sufficient for the trade.

614. (*Mr. Brand.*) In recommending the removal of the dead meat market to Copenhagen Fields, are you representing the opinions of the trade of butchers?—No, I am only speaking of my own opinion.

615 Have you consulted any of the gentlemen?—I have; but I have heard a great many conflicting opinions, and I think the majority of them are disposed to go to the old site of Smithfield. I give my opinion individually as it concerns myself. I look upon it in a public view. I consider that where it is, it is not sufficient, and I do not think you can possibly get sufficient room for the number of carts that attend the dead meat market now. I think I should not be going too far, when I say there are almost 2,000 butchers, and most of them have carts, attending the dead meat market.

616. Taking the butchers that live as near to Copenhagen Fields as they do to Newgate Market, are you of opinion that that class generally would be equally well pleased to have the dead market at Copenhagen Fields? — I cannot answer the question; I am one that do not concern myself with public matters. As I have before said, I must go where the best quality of meat is. I do

not like supporting any combination of trade, but I must go where the best quality of stock is.

617. (*Chairman.*) Although the new cattle market is rather further from your premises than Newgate Market, does it take you a longer time to go there than to Newgate?—I should say about the same time. I think it is rather longer to go to the new market.

618. Do you find the same difficulty in getting through the streets, in going to the new cattle market, that you do in going to Newgate, from the number of vehicles which you meet?—I cannot answer the question precisely. I only go to the new cattle market on a Monday morning very early, and I am also home very early, and there is no crowd in the streets.

619. (*Mr. Brand.*) So far as your experience goes, is the trade in dead meat increasing?—Decidedly, and it will increase.

620. With regard to the trade in live cattle, is that increasing?—I do not think that since the new market has been established it has taken so well as old Smithfield did, but I account for it in this way: meat has been at a very high price, and I think different provincial markets have taken the stock; but if there were depressed times, it would come to London, for the reason that they get ready money back for the stock, and in the country they do not.

The Witness withdrew.

Mr. Charles Davis and Mr. Alfred Redman examined.

621. (*Chairman to Mr. Davis.*) Are you a retail butcher?—Yes.

622. Where do you reside?—61, Mount Street, Lambeth.

623. Are you in the habit of attending Newgate Market?—Yes, I have done so for the last twenty years.

624. Do you attend any other meat market?—No.

625. How far do you consider the market to be from where you live, or how long does it take you to go there?—I should think one mile.

626. Would it be an inconvenience to you if the market were removed from Newgate to Copenhagen Fields?—Yes, very great, and not only to me, but to all the trade.

627. Are you in the habit of going to Newgate Market in a cart?—Yes, almost daily.

628. Then the inconvenience to you would be in the increased distance between Smithfield and Copenhagen Fields?—Yes.

629. In other respects you would not care at which of the places the market was established, would you?—I think that in the summer time some of the meat which I went to market to buy, by the time I had got it loaded, and got it home, would spoil by the journey.

630. If a much larger space were provided for the business of the market, might not you dispatch what you have to do much more quickly than you can now, considering the great delays

which arise from the crowded nature of the streets near Newgate Market?—Not by going to Copenhagen Fields.

631. There would be a larger space at Copenhagen Fields?—There would be a larger space certainly, but the distance, I think, is an objection.

632. (*Mr. Brand.*) Can you state what the distance is from your premises to Copenhagen Fields?—I should think it is nearly three miles.

633. (*Chairman.*) If Copenhagen Fields is two miles and a-quarter to the north of Newgate, do you think that the inconvenience resulting from having to go this additional two miles and a-quarter, there and back, would be one that would be materially felt by you?—Yes.

634. (*Mr. Brand.*) Supposing you had to go from your premises to Copenhagen Fields, you would not go by Newgate Market?—I do not know a more direct way to go, particularly when the new street is opened.

635. Have you any other premises besides those which you have named?—Yes.

636. Where?—I have a shop in the York Road.

637. That is also on the south side of the river I believe?—Yes, it is.

638. Would it be convenient to you, as a butcher living on the south side of the river, to have a market to the south of the Thames?—It all depends upon the situation in which it is. The old Smithfield Market is the most central place, I think, for a dead meat market.

639. Your object, as a butcher, is to have a market as near your premises as you can, I presume?—If I was to give any sort of opinion about it, my belief is that we should have the market where there are good roads in and out, which is not the case now. At Newgate Market the thoroughfare is not wider than this table, where only one cart can pass at a time.

640. (*Chairman.*) A great delay arises from that?—Yes.

641. (*Mr. Brand.*) Supposing the dead meat market to be transferred to Smithfield, is the access to Smithfield very convenient?—Yes; there are no less than five entrances to it.

642. Of what width are those entrances?—Five times the width of the principal entrance now to the principal part of Newgate Market.

643. Are they what you would call wide streets?—Yes; one is Giltspur Street, one is St. John Street, and one is Long Lane, leading to Barbican.

644. (*Chairman.*) Do you ever attend Leadenhall Market?—No.

645. Do they sell at Leadenhall Market the sort of meat which you wish to buy?—I never go there, for I never get the meat which suits me.

646. Is it of an inferior sort?—Some is, there are some of all descriptions.

647. (*Mr. Brand.*) Do you attend any other market besides Newgate Market and Copenhagen Fields?—No.

648. You never attend Croydon Market?—No; I have attended it some years ago, but not lately.

649. (*Chairman.*) Do you go to the new market at Copenhagen Fields on Mondays and Fridays?—Yes.

650. Would it not be convenient, on those days, to attend the dead meat market there rather than at Newgate?—No; Monday is a day that I never want to purchase anything at a dead meat market.

651. (*Mr. Brand.*) Supposing the dead meat was cheaper than the live stock, you would purchase the dead meat on Mondays, I presume?—It would not be cheap at any price in warm weather.

652. But in cold weather?—In cold weather we must have some live stock.

653. (*Chairman.*) To many persons in the trade it is convenient to take the alternative of buying their meat either dead or alive, according to the range of prices, according as one market may be full or the other may be glutted?—Yes, I look to that—I buy my stock mostly by it, excepting hind quarters of beef and veal.

654. Then if you purchased those articles on Monday, it would be as convenient to you to buy them at Copenhagen Fields as any where else?—But it is of no use purchasing a quantity of country killed meat,—it requires to be bought daily.

655. Do you remember the St. George's Market in the Borough?—I do not.

656. (*To Mr. Redman.*) Are you a retail butcher?—Yes.

657. Where do you reside?—At 106, Lower Marsh, Lambeth.

658. Are you in the habit of attending Newgate Market?—Yes, daily.

659. Should you find it inconvenient if the market were removed from there?—Very. If it were near that neighbourhood I should not go to Copenhagen Fields, it would be very inconvenient. I have also another business at Chelsea, from which it would be very inconvenient to attend there every morning.

660. If the market were removed from Newgate to Copenhagen Fields, do you not think that a market on the south side of the river would follow?—Yes, I do.

661. Would that be convenient to you?—Yes, but I do not think that two markets would answer, that is my opinion.

662. Why?—On account of the dead meat. I think that the country killed meat would in all probability go to Copenhagen Fields, and that the town killed meat would go to the other market.

663. (*Mr. Brand.*) I understood you to say, that if the dead meat market were removed to Copenhagen Fields, it would follow that a dead meat market would spring up on the south side of the river?—Yes, I think so.

664. But is it your opinion that that dead meat market on the south side of the river would not be maintained?—I do not think

it would. I do not think it would be sufficient to enable the persons to pay their expenses at times—at times it would do very well, just in the middle of the summer; but in the winter time I think it would not answer.

665. Supposing it were maintained, it would be a convenience to you rather than otherwise?—Yes it would.

666. Can you state why you think it would break down?—I think it would not be supported by the country meat. I think the country meat would not be sent there, but that it would go on the other side of the water.

667. Can you state why?—Because we on the south side do not buy so much of the country meat as the west end butchers; we kill a great deal more.

668. Butchers residing on the south side of the river kill more than those residing on the north side of the river?—Yes.

669. Are they generally speaking, driving a larger trade, then, on the south side of the river, than on the north?—In many instances they are, there is a greater weight of meat consumed—For instance, the west end butchers buy the hind quarters a great deal, they do not buy the same weight in proportion.

670. Are they men of larger capital generally on the south side of the river than on the north?—That I cannot say. It very frequently occurs that the west end butchers do not have any wills to make.

671. Is it not the case that a butcher who kills his own meat is generally driving a larger business than a man who buys a great deal of dead meat?—No, for instance, I kill a great deal, and I buy a great deal. I have one shop as a pork butcher; consequently I require a great many different articles. If we had a market on the south side, I should be compelled to attend the other market as well.

672. (*Chairman.*) Is the difference this, that the West End butchers are in the habit of buying the more prime joints?—Yes, that is why I think it is necessary that it should be one market, where you can get everything which you want.

673. So that while the West End butchers would buy the more choice portions, the other butchers would buy the coarser?—Yes, that which was left. I think if they had one market there, there would be a certain quantity of meat, the fore-quarter meat, which would be left on hand.

674. (*Mr. Brand.*) Supposing two markets to be established, the one on the north side of the river and the other on the south, and the consumption on the south side of the river being generally of a lower class of meat, than that on the north side of the river?—No. I do not know that it is: it might be the same quality of meat.

675. (*Chairman.*) But coarser joints?—Yes.

676. (*Mr. Brand.*) Supposing the coarser joints to be consumed on the south side of the river, and the finer class of joints

to be consumed on the north side of the river; would it not be a convenience that there should be two markets, one for the sale of the higher class of meat, and the other for the sale of the lower class of meat?—No. I think not.

677. Will you state why?—For my own part I often buy hind quarters for one shop and fore quarters for the other. I want as many as ten or a dozen different articles in the morning for my two shops, consequently, I want one sort for one cart and one for another. If I had only one market it would so happen, that probably two or three times in the week I should not get what I wanted at the one market without going to the other.

678. You stated, that in the event of the dead meat market being removed to Copenhagen Fields, another market would spring up on the south side of the river. Can you state where it would be likely to spring up?—That I cannot say. That I think would only answer during the summer months. There are many butchers from Wandsworth and Clapham, and that way, with respect to whom it would be almost impossible for them to go to Copenhagen Fields, and get back again in time for their business.

679. Those butchers would of course frequent a market established on the south side of the river?—They would.

680. (*Chairman.*) Do you think there are many butchers keeping shops on the southern side of the river who do not go to market in a cart?—Yes, a very great many.

681. How do they get the meat removed from the market to their shops?—Many of them take it to a porter's cart; many of them take it home on their backs or on a truck; many of them take it on a truck.

682. Do you frequent any other market than Newgate?—I occasionally go to Leadenhall, in case I cannot get what I want, which is sometimes the case with a particular sort of beef of which we make German sausages; then I occasionally go to Leadenhall Market.

683. What do you consider the characteristic difference between Leadenhall Market and Newgate Market?—Newgate Market is more of a superior kind to Leadenhall; there is not a choice of meat at Leadenhall Market.

684. Is there not space at Leadenhall Market for an increase of business?—I should think there is, but not to any extent; it is more town-killed meat at Leadenhall, there is not a very great deal of country meat.

685. (*Mr. Brand.*) Is the trade in dead meat increasing?—Yes.

686. And likely to increase?—I think so. I think it has done more so since the market has been held at Copenhagen Fields.

687. Does country-killed meat bear a higher value than that killed in London?—Yes, sometimes, and sometimes a great deal less. It depends entirely on the weather. Such a morning as this would make the country-killed meat 6*d.* a stone less than the town-killed meat, but, if the weather is cold, then the country meat is worth more than the other; or, if you take it upon the

average, it is about the same thing. If the weather becomes very bad, and the country meat is in late, it comes to a very low price.

The witnesses withdrew.

Mr. Alfred Lancefield examined.

688. (*Chairman.*) Are you a retail butcher?—Yes.

689. Where do you reside?—At Camberwell Green.

690. Are you in the habit of attending Newgate Market?—Almost every day in the week.

691. Do you consider that it would be an inconvenience to the trade on the southern side of the river, as well as to yourself, if the market were removed from Newgate to Copenhagen Fields?—I think it would be a very great one, so serious an inconvenience that I think it would be the means of many carcase-butchers rising up about our neighbourhood. The distance is so great from there, that to attend it almost every morning as we have, it would be an inconvenience which a great many of us could scarcely manage.

692. Therefore you think that either a new market would be established on the southern side of the river, or else that carcase-butchers would do a great part of the business which is now done by salesmen?—I certainly do.

693. (*Mr. Brand.*) Is it your opinion that a new market would spring up on the south side of the river?—Yes; I think it would in a partial measure, but I think that the smaller class of retail butchers would patronise many of the carcase-butchers, who would sell for the retail trade, instead of going up to Copenhagen Fields if the market was moved up there. At least I am satisfied that they would never have an opportunity nor the means, so far as houses are concerned, of doing it.

694. Supposing a dead meat market to spring up on the south side of the river, would they not attend that market?—Yes, no doubt of that.

695. (*Chairman.*) Are there many of the butchers on the south of the river, who are not in a sufficiently large way of business to keep a horse and cart?—Yes, a great many.

696. And to them the inconvenience of the removal of the market northward would be very great?—Very great indeed; and many who keep a horse and cart, keep only one, and to increase the work of that one to go seven or eight miles every day would be a very serious inconvenience to them; they could not do it.

697. Do not you find the present market very inconvenient?—Very.

698. So that you would not mind its being removed, provided it were not removed very far off?—Not at all. I think the present market, as now situated, is a very serious inconvenience, both to the salesmen and to the senders. I should be very glad to see it removed, unless there was a very great alteration in the space of the present market.

699. Do you attend the market at Copenhagen Fields on the days when it takes place?—Every Monday regularly, and very often on the Friday.

700. On the Monday it would be no inconvenience for you to make your purchases in dead meat there, instead of at Newgate, would it?—It would be, in a great measure. At Newgate we can come later in the day, which we do—we have business in the morning and get away at 10 or 12 o'clock, whereas at Copenhagen Fields we could not do that.

701. Supposing you removed from the live market to the dead market, you could sometimes return to the live market if you found that the selling was more advantageous?—The distance is almost too far. We cannot do it. It has been tried.

702. It would be an advantage to you on Mondays if the dead market were contiguous to the live market?—Decidedly.

703. Do you ever attend Leadenhall Market?—Seldom. I have not attended there for years, at least not regularly. Since I have attended Newgate Market I have not had the opportunity of going to Leadenhall.

704. Do you remember St. George's Market, in the Borough?—I remember the market, but I never attended it.

705. From what you know generally of the opinions of the butchers residing on the south side of the river, do you think that they would generally object to the removal of the market to Copenhagen Fields?—I am satisfied that they would; there is a very general feeling of objection.

The witness withdrew.

Adjourned.

Friday, 9th May 1856.

PRESENT:

The Right Hon. W. F. Cowper, in the Chair.

The Hon. H. B. W. Brand, M.P.
W. N. Massey, Esq., M.P.

Mr. George Brooke examined.

706. (*Chairman.*) What do you sell in Leadenhall Market?—Poultry, game, meat, and provisions.

707. How long have you been in the habit of frequenting Leadenhall Market?—Thirty years.

708. Do you consider that the market affords sufficient accommodation for the trade that is carried on in it?—Yes.

709. Is there more space than is actually used?—Yes; there are shops to let in Leadenhall Market now, which was not the

case 20 years ago; city property as well as other property in the body of the market.

710. So that the business transacted there is rather on the decrease than on the increase?—In poultry it is on the decrease.

711. Does the trade remain stationary in the meat market?—About stationary.

712. Will you state to the Committee what is the difference in the business transacted in the meat market as compared with Newgate Market?—The business is the same in Leadenhall Market as it is in Newgate Market.

713. Does meat come from the country to Leadenhall Market to be sold as it does to Newgate Market?—Yes; in the same way, and from the same people who send to Newgate Market; many consign to Newgate and Leadenhall as well.

714. We have been told that rather a different class of purchasers come to Leadenhall Market; people who buy for ships, or who buy an inferior sort of meat, in preference to Newgate Market, is that so?—There is a great deal of shipping business done in Leadenhall Market, but some of the very finest class of meat is sold in Leadenhall Market; the best butchers come there. Mr. Bannister is a regular attendant there; the west end butchers do not find it so convenient to come so far.

715. Do the butchers on the south side of the Thames frequent Leadenhall Market?—A great many of them.

716. Are they people who are living nearer to London Bridge than to Blackfriars Bridge who come?—Yes.

717. Do you think that the butchers on the south side of the river would be rather guided in their choice between Leadenhall and Newgate markets by their proximity to the market, instead of by any preference that they might give to the one market over the other on account of its business?—I think that the men who go from the south side of the river go in consequence of the greater supply that there is at Newgate Market to what there is at Leadenhall Market.

718. They have a larger choice, and consequently they can make better bargains?—A very much larger choice; many men who come to Leadenhall Market are obliged to go to Newgate Market; but there are very few men who go first to Newgate Market and then come to Leadenhall Market, unless they live in the city or at the east end of the metropolis.

719. Have you heard of any desire on the part of many people that the market should be removed from Leadenhall elsewhere?—I have heard that it would be wise to have the markets in one spot to have them in one centre, and without any excepti whatever that one spot was Smithfield.

720. Do you think that it would be an increased convenience to the people who frequent Leadenhall Market if it were moved

to Smithfield?—I think the wholesale markets should be in one spot; a large supply would exist, and people would come because there would be a more even price than there is occasionally, inasmuch as there is very frequently a difference between the prices of the two markets. It sometimes happens that at Newgate Market meat is dear and at Leadenhall Market it is considerably cheaper; a farthing a pound upon meat is a considerble difference in a large sale, and sometimes there is a difference of a halfpenny a pound between the two markets, which could not take place if the markets were together.

721. Do not you think that one would be disposed to consider that the locality gave the preference to Leadenhall Market, since if the people who now frequent Leadenhall Market merely cared about going to the largest market they might pass Leadenhall Market and go to Newgate Market; and therefore do not you think that if Leadenhall Market were removed to Smithfield many people would think that a great inconvenience had been inflicted upon them if they were obliged to go a greater distance to purchase what they now buy at Leadenhall?—Yes; I think that the distance has much to do with it, but I find a great many persons who come to buy have peculiar attachments in consequence of their fathers having come to the market and themselves too; many men who have prospered, upon asking them their opinions, they say that they like to come to a place where they have done well in business. Though it may frequently happen that they might get an advantage at Newgate Market; still many of them say they do not care to remove from Leadenhall Market.

722. Are you aware how many salesmen of meat there are in Leadenhall Market?—I am not aware how many salesmen there are. I should think there must be 30 salesmen in the meat market.

723. (*Mr. Brand.*) In the report of the Commissioners in 1849 it was stated that there were about 20 meat, and 12 poultry salesmen altogether in the market?—I call a man a salesman who occupies premises; but there are many salesmen who have other dealers who take a portion of their premises and sell their goods. I consider that, although there may be only 20 who have shops, there are 10 others who are large dealers and sellers of meat in Leadenhall Market.

724. On the whole, has the business increased or decreased since 1849 at Leadenhall Market?—From habitual intercourse with the meat market I do not think that it has decreased; I think there is a little increase in the business, so far as I have been able to ascertain.

725. Do you refer to meat?—Yes.

726. (*Mr. Massey.*) Do those 30 salesmen that you speak of confine their business exclusively to Leadenhall Market?—I think they do.

727. (*Mr. Brand.*) Have you premises at Newgate Market?—I have not.

728. What is the area of Leadenhall Market?—There are three spaces: the space which is occupied by the hide and skin market is about half an acre; then there is the meat market, which I should think occupies about half an acre; and then there is the retail market, which occupies a quarter of an acre; and then there is the poultry market; but I should think that the whole of it could not be more than two acres and a half, or three acres, in the large space between Lime Street and Gracechurch Street.

729. Is the whole of that the property of the Corporation?—No; I should think not more than a fourth of it.

730. Are there any tolls levied?—Yes; very unequally.

731. What tolls are levied?—The tolls are levied very unequally. There used to be a toll of so much a package, but of late years the men in the markets believe that the City had no right to charge those tolls upon freemen; and those who occupy premises have resisted the tolls, therefore there has been a compromise; some men pay 2*s.* 6*d.*, some 3*s.* 6*d.*, some 5*s.*, and some as much as 10*s.*

732. Do you say that freemen pay a different toll from those who are not freemen?—No; there is the objection. The objection that the freemen make is, that the corporation have no right to charge them toll because they are free, and because they charge no more to non-freemen than they do to freemen, in consequence of which they have resisted the toll, and there has been a compromise. I did it myself; the City charged so much a package, yet the toll is a mere nothing, indeed I was to have brought a list of them. I think that the toll in Leadenhall Market, amounts to no more than about 300*l.* or 400*l.* a year.

733. The revenue of the market is mainly derived from rents?—Yes, I hold property myself in Leadenhall Market to the extent of 300*l.* a year, and the property I have of the City is not more than 15*s.* a week.

734. Should a meat market be established in Smithfield would you think that Leadenhall Market should be closed?—I think so; if you were to establish a meat market in Smithfield I do not believe that Leadenhall Market could stand. I believe the position being of that central character, it would be such as to induce all the consignees to send their meat there; they must go, or the meat would leave them.

735. Assuming that the salesmen were to establish themselves at the new market at Copenhagen Fields, in that event should you recommend that Leadenhall Market should be closed?—I know that it is impossible to have a dead meat market there. I have before remarked that you might as well try to create a human being by Act of Parliament as to create a dead meat market at Copenhagen Fields; you could not do it.

736. Will you state your reason for that opinion?—The reason why you cannot establish a market is, first, that you must induce the people to send their goods to the place: the next is, that you

must induce people who purchase to find it convenient to go to the market to buy, and then the most important matter of all is, that at times though the law of supply and demand regulates the prices better than they can be regulated by any arrangement of the salesmen, still there will happen occasionally in all articles of consumption, a very large supply, and more at times than what the buyers can take away, arising from late deliveries and the weather and high prices, inducing persons to send up from the country a larger supply than is wanted. And then you want what must always be considered in a dead meat market, the population to come in and take away the surplus which cannot be purchased by the butchers, we find that on all occasions when we have a surplus the poor people come in and clear away the surplus, and if they had not the opportunity of getting at the market it perishes, and the fact of their not being able to clear away the surplus would induce the people who consigned to avail themselves of other chances for getting rid of their goods. As to markets in England, wherever I have been, Ireland, Scotland, and Wales, it has struck me that all the markets for provisions are placed in the centre of a dense population, and from that very cause it comes that we have large supplies, such supplies that we have a difficulty of ridding ourselves of it, and it is then that the poor people get acquainted with it, and they come and take it away, they pay lower prices according to their means, and that surplus goes away or it would perish, and if it perished, your market would fail, and fail in a fortnight.

737. (*Chairman.*) When there is a great glut of meat should you say that the surplus that is sold to the poor is sold without a profit to the seller?—Yes, not only without a profit, but at a great loss; but still it is a great gain, for if not sold it would perish.

738. It is better to sell it at a loss than not to sell it all?—Yes, I will give an instance; we frequently have Ostend rabbits, the sale of them has very largely increased in the last ten years, and frequently we have 50 tons of Ostend rabbits which are all skinned something after the fashion of calves and lambs, and packed in boxes to the number of 120 or 160, they come in from Ostend by the steamboat, and it frequently happens in bad, foggy weather, we cannot get them before seven or eight o'clock at night on the Saturday, and then they have all to be sold, it is rarely that any are left, and the poor people know this, they come up in shoals to the markets and take them all away. Now fifty tons of such meat arriving in the market at seven o'clock at night, must be sold before twelve, I mention that just to show you what the consumption is among the million, and if those articles were taken to Copenhagen Fields, three parts would perish on such an occasion as that, and what would happen in that case would frequently take place as to meat and poultry, and whatever you might have at Copenhagen Fields.

739. Are the rabbits sold at a loss on those occasions?—Yes; but it is a great gain to the poor.

740. (*Mr. Brand.*) Have any of the residents in the neighbourhood of Leadenhall Market complained of it in any way as being a nuisance?—Leadenhall Poultry Market, from the neglect of the Corporation of the City of London, is one of the most abominable nuisances in the City.

741. Have no measures been taken by the Corporation to remedy the evil?—About 12 or 13 years ago the City property was somewhat altered; but half the poultry market does not belong to the City, and as to that part where they claim a right to, the pavements and the passages, for the property does not belong to them, there has been no remedy at all; on the contrary, they have committed a great evil; they have opened in Gracechurch Street a very large archway, and people come in in great numbers, and when they get into the market there is nothing but little alleys for them to get out of, so that the market has become rather injured than advantaged by it.

742. Is the market under the control of the Corporation wholly?—It is under the control of the Corporation.

743. (*Chairman.*) To whom does the other part of the property belong—to private individuals?—Yes.

744. What in your opinion should be done now with reference to the dead-meat market of London?—My opinion is, that the facility of railroads will give a larger quantity of dead meat, and that the great bulk of it will go to Newgate Market; and it is evident there that they are getting into the streets. Every day I see new shops opened; you will have presently Newgate Street full of shops. I have no hesitation in saying, that if I saw a shop in Newgate Street I should prefer to go there, because I conceive that there is the great supply and the great demand—that is the centre. I feel, as I always felt in the Corporation, that it was advisable for us to get rid of Newgate Market by pushing a street through at the end of Cheapside; that is the way I should have done, of course by compensation; you must compensate those who hold the property, and build a market for them in Smithfield; that is the only place.

745. (*Mr. Brand.*) Do you not consider it a great inconvenience that the market for live stock and dead meat should be separate?—Not at all; that is one of the points on which there is a very great difference between all those who gave evidence upon the matter, neither is there any inconvenience. From what you know yourselves in all the large towns in England there is not a live cattle market to be found close to a dead meat market, and there is no more occasion for the live cattle market to be near the dead cattle market than for cabbages to grow near a vegetable market, or any more than there is for poultry, which comes all from the country; formerly all the poultry came to London alive, now it is killed twelves miles off, and we get it fresher and better than if it were killed in Leadenhall Market; I consider there should

not be a slaughter-house in London; move them to Copenhagen Fields, if you like; I think that is the place for them.

746. Is not the price of live stock very much regulated by the price of dead meat?—Yes; the price of live stock is regulated by the price of dead meat, but not at the moment; it very frequently happened, in nine cases out of ten, when live cattle were sold at Smithfield, that the live market was dear and the dead meat market was cheap, or the reverse; the dead meat market is regulated by the supply and the demand.

747. Does not this case often happen, that a buyer going to the New Market at Copenhagen Fields, and finding the live stock very dear, wishes to go to Newgate Market to see whether the dead meat ranges at a lower price?—I have heard that that is the case, but butchers generally say,—Well, I have been to Newgate Market, I can do well there, and therefore I shall buy altogether in Newgate Market, or if things were dear at Newgate Market or Leadenhall Market, they would say, I shall buy largely at the new market.

748. Then it is desirable that the buyer at the new market should know what the price of the dead meat is at Newgate Market?—Not more desirable than it is for him to know before he goes to Romford or the other markets round London; just the same experience is necessary for him to be acquainted with what is necessary for him during the week; it does not necessarily follow that the live meat market and the dead meat market should be close together. On the contrary, I think it is an advantage, that is for the consignor of meat, and for the public, that this regulation between the butchers should not exist, but that it should rest rather upon the simple law of supply and demand, to let the people have the advantage without that kind of contact with the live and dead meat market.

749. (*Chairman.*) You admit that it must be convenient to the butcher who is buying meat to be able to pass quickly from the dead to the live market or back again to make the purchase either living or dead, according to the relative prices of the two markets?—I think if the live cattle market had been at Smithfield, and the dead meat market too, it would have been an advantage to the butchers; but I contend, and always did, that it is not necessary—that it is an injury to the consignee, and an injury to the public,—and the public get no advantage out of it.

750. Do you not consider that the public is benefited by the butcher who supplies them, being able to purchase his meat at the lowest price?—I find that meat and poultry range in the same manner. A man makes as much as he can of an article, very often without any reference to the price he gives for it.

751. You do not think that the ordinary retail price required by the butcher varies according to the price at which he is able from day to day to buy his meat?—I do not, except with those butchers who supply the poor, where there is a greater competition, and they ticket at 5*d.* or 5½*d.* or 6*d.*, there will be the advantage;

it would be an advantage to us personally as salesmen to have all the poultry alive close to Leadenhall Market, but it would be no advantage to the persons who consigned that poultry, or to the public; the advantage would be ours, and it would be very great, because we could then carry on all operations and keep the matter almost in our own hands.

752. It would be an advantage to you as a butcher to choose between the dead and the live animal in your purchase?—Yes; not only that, but I may be permitted to say, that very often in bad markets we know that after a bad market sets in a good one. When the market is very bad in the dead market, that is the time that butchers buy very largely. The butcher says,—Look what we can buy a dead article for; it is an advantage, then, to him, but it is no advantage to the consignee of the cattle, because when those cattle were killed the market would be up. We know that whenever prices are low it increases the consumption, and stops the supply; the supply stopping, the consumption increases the price and raises the value of the article in the hands of the men who purchase and those who continue to sell.

753. (*Mr. Brand.*) Are there any kinds of slaughtering houses in Leadenhall Market?—Only one for sheep; there is very great jealousy as to that, and there is no occasion for it. I contended against the whole of them, but I see now gentlemen coming forward saying what we always knew, that there is no occasion for slaughtering cattle in the city; we had a deal of difficulty.

754. (*Chairman.*) Is there any authority that can prevent those slaughter-houses?—Not those that are already licensed. I believe the one in Leadenhall Market is kept as clean, and with every imaginable convenience, as it can be kept; it belongs to Mr. Stubbings.

755. (*Mr. Brand.*) Slaughtering has diminished very much lately in Leadenhall Market, has it not?—Simply for this reason, that old prejudice has been weakened by the fact that it is found out, that cattle killed in the country quietly and allowed to get cool and stiff, comes up to London and makes more and comes fresher and better to the public, even in the very hottest weather, than that which is killed in the markets. You can kill the cattle in a cold spot in Copenhagen Fields in the very hottest weather, and keep it a day longer than you could keep meat that was killed in Newgate Market.

756. Then the amount of country killed meat sold in Leadenhall Market has increased considerably of late years, has it not?—Yes.

757. Whereas the amount of town killed meat has diminished?—I should think that it has diminished; it does not pay except in very hot weather, when they take advantage of a very bad market on a Saturday, and then bring their cattle just slaughtered on the Monday, and there are not the advantages now for cattle that there used to be.

758. (*Chairman.*) Do you know why those slaughter-houses in Copenhagen Fields are not more used?—It is because people have slaughter-houses which all the butchers have, and it is a very great convenience to have slaughter-houses on their premises. They have got them—and all my neighbours have got slaughter-houses on their premises, and there their cattle are close under their own eye. A man, of the name of Lee, in Leadenhall Market, contracts very largely with the Government, and he has a very large place indeed upon a very superior scale; and Mr. Warmington, another very large contractor, who supplies the Government, has very fine slaughter-houses now with every imaginable convenience, so that they would have to have another establishment.

759. (*Mr. Brand.*) Is there any charge made for slaughtering at the new market?—I think there is.

760. (*Chairman.*) From Leadenhall-street to Smithfield is nearly a mile. If the market were removed to Smithfield would not the inconvenience be greatly felt by the poor people who live to the east of Leadenhall Market, and who, you say, now come to carry off the meat for which there is no sale?—Yes. I conceive that wherever markets have been established by usage, the removal of a market would be a great inconvenience and injury to the poor, for it is the poor who create markets and not the rich.

761. (*Mr. Brand.*) Looking at the benefit of the poor it would be desirable to have a large number of markets throughout the metropolis?—The impression upon my mind is, that the removal of Leadenhall Market would be attended with considerable difficulty and inconvenience to the poor, it being, I believe, an older established market than Newgate; but there is another market which is a terrible nuisance to London, which is thought very little of, but where there is a great quantity of meat sold; I mean Whitechapel Market.

762. (*Mr. Massey.*) That is a very densely populated district?—Yes, it is a market in the street, and a great deal of the best class of meat goes away to Newgate Market to be sold.

763. (*Mr. Brand.*) Do you consider the existence of that market to be a benefit to the poor of Whitechapel?—Not with Leadenhall so close to it; besides we find that the butcher's retail shops now in the densely populated districts are successfully competing with the shops that supply the poor even in the markets.

764. Is that the case in the neighbourhood of Leadenhall market?—Not in the neighbourhood of Leadenhall Market, because people would come from Whitechapel, or from Southwark, or from Shoreditch, which is more than a mile off; there are no poor people reside in the immediate vicinity of Leadenhall Market; the City have cleared them all away by their alterations, in driving them out of all the lanes and alleys to make room for large buildings. I am able to speak upon this, having been a guardian of the poor, that most of our poor live either in Southwark, or in the Whitechapel district, or in Shoreditch, or else in Stepney, but

the Whitechapel district, or in Shoreditch, or else in Stepney, but the people come for miles when there is a large quantity of goods comes to London. A large number of people come by railway from Greenwich and Stratford on Saturday night, and bring large baskets; one will come and bring four, or five, or six persons and buy together.

765. (*Chairman.*) Is Whitechapel Market supplied with meat from the railways?—From Scotland; a great deal of meat comes from Scotland.

766. Are there established salesmen in it?—Yes, Scales, Brothers, the sons of Alderman Scales, who turn 100,000*l.* a-year in meat alone.

767. They are salesmen in Whitechapel, who confine their business to that place?—Yes, entirely to the wholesale business.

768. Do you know anything of St. George's Market on the south side of the river?—I have heard of it, but there is no market, no consignments there; there are no consignments to any other market than to Whitechapel, Leadenhall, and Newgate Market.

769. Not to Clare Market?—Not of any account at all; there was a salesman who went there from Leadenhall Market lately, but I believe he failed.

770. (*Mr. Brand.*) Are there no consignments to Hungerford Market?—No; only from Leadenhall and Newgate Market, and never will be.

771. (*Chairman.*) Have you any other observations to suggest to the board?—I think I may say that within this week I have asked a great many of the most respectable dealers who come to Leadenhall Market their opinion as to the advantage of a central market, and about half of them are of opinion that there is no occasion, but to alter Leadenhall Poultry Market, and others think that it would be a great advantage to have a central market. Then, with regard to the salesmen themselves, as far as those are concerned who are perhaps not represented at all, and do not interfere; their statement is, we do not want to go away; but if we do so Smithfield is the place were we would like to go, and they all of them aver, which I believe there is no doubt of at all, that a dead meat market at Copenhagen Fields is impossible. You might build a market there, but it would all get into new channels. You would have a market at the different railways as you now have for potatoes. I have sometimes said if you swept the markets of London away altogether, cattle, meat, and vegetables, you would have markets established by the trade at the different termini and that without much difficulty. I think there is a great difference between a wholsale market and a retail market. I am clearly of opinion that the wholesale market should be by itself, and the wholesale market should be visited by persons who have horses and carts. I think that the wholesale business of Leadenhall Market might be done away with, but still there should always exist there a retail market, and they would come to Smithfield and purchase. There is one very great nuisance I may mention, which is the hide market in Leadenhall,

which has been contended against in the Corporation, but they are so anxious to retain everything that they will not even let the hides of Leadenhall Market go away, and that is a very great nuisance in the city.

772. To what place do you think that the hide market should be removed?—My opinion is, that if they were not allowed to come into the city at all they would go to a market which was established many years ago, and which was established because the city would not find them the convenience, and that is over in the Borough, where there is a very splendid market for hides now falling into decay, among the tanners. I may be permitted to say that there is another market that ought to be done away with, and that is the hay and straw market at Whitechapel; three times a week the east end of London is blocked up terribly by the waggons, and it is perfectly impossible for any gentleman to drive through it; that ought to be got rid of, and it might be removed.

773. Do you contemplate its being removed into the suburbs?—It might be well moved into Smithfield; there is a hay market there now, and it is a very suitable place; neither would there be any other nuisance than simply the going through the streets. I think that ought to be done directly.

774. Do you think that it would not be desirable to erect a dead-meat market in Smithfield on the space at present allotted to the hay market?—Somewhere there, but there is so much space there for everything, it ought to be a market of a character that would be suitable for the next century.

775. You consider it important to retain the hay market of Smithfield?—Yes, I do, because there are a great many people in London, merchants and men, who buy their own hay and straw, and they like to do so, and take a load at a time; it is a very great advantage to the farmer to sell to the consumers instead of having his trade monopolized by men who buy it all up.

776. Do you think it would be a serious inconvenience if the hay market were removed quite to a distance in the suburbs of London?—It would not be such a great nuisance, because it is on a cart and horse, and when it is in a cart there is not so much inconvenience to go an extra mile; but it appears to me, if a market could be established somewhere upon the site of Smithfield for the hay and straw, that would be a very great convenience to the men who keep horses.

777. (*Mr. Massey.*) Is it your opinion that the metropolis would not sustain two dead meat markets?—I do not think that it would. I think you will find that all the markets are converging towards Newgate, and that Newgate must be got rid of directly. If it is not it will only increase the expense—men will pay any price they can afford to do for the buildings that are in Newgate Street, and if they get into those buildings in Newgate Street, Newgate Street directly will be a market.

778. What do you suppose will be the effect of the establishment of a dead-meat market at Copenhagen Fields; will a private

wholesale trade spring up, for the people of London must be fed somehow or other?—I think you would have men going into the streets and taking shops there as you have now,—large provision places,—and you would have no market at all. Copenhagen Fields for a dead meat or poultry market is an impossibility. I always told Mr. Loman Taylor this. He differed from me, though he afterwards agreed when he saw the thing got on better; there was a difference between us about the dead market from the cause I have mentioned. But nowhere in England do you find a dead market put outside of a town; on the contrary, our ancestors did not do it, and so it is with Liverpool, Manchester, and Bristol, and all the large towns of England.

779. Is there any other poultry market besides Leadenhall Market?—There is some poultry sold at Newgate Market.

780. In a smaller quantity?—About the same proportion. I may say that the poultry bears the same proportion to Leadenhall as the meat at Leadenhall does to that at Newgate Market.

781. Besides Newgate Market is there any other poultry market?—No; and many of the poulterers feel that it would be a very great advantage to have a central market; the chief of them wish it because if the markets were together there would be a wholesale market then and the retail shops would supply the public.

782. But as regards the premises devoted to the poultry there is evidently no change required?—There is no lack of premises, and plenty to let.

JOHN HAILE, Esq., examined.

783. (*Chairman.*) Are you Surveyor to the General Board of Health?—I am.

784. Have you visited and inspected Newgate Market for the purpose of ascertaining what extent of ground is occupied for the sale of meat and poultry in and about the market?—I have, and this is the calculation I have made from the data within my reach.

The witness delivered in the following paper:

Newgate and College Markets.

	Sq. Feet.
Area of block bounded by Newgate Street, Ivy Lane, Paternoster Row, and Warwick Lane - - -	139,422
Adjacent buildings occupied in the sale of meat - -	1,838
	141,260
Deduct portion occupied in other trades - - -	29,117
Area of part occupied for the sale of meat and poultry	112,143
Area of College Market - - - - -	28,363
Area of the two markets - - - - - -	140,506

April 16, 1856. JOHN LOW HAILE.

A Committee appointed at a public meeting of the inhabitants of Clerkenwell attended and presented the following memorial:

"To the Right Honourable William Cowper, M.P., and the Commission for the appropriation of Smithfield Market Place.

"The memorial of the inhabitants of the Parish of Clerkenwell, in the County of Middlesex.

"Sheweth,

"That, at a public meeting held at the Crown Tavern, Clerkenwell Green, on Wednesday, April 9th, 1856, to consider the advantages of and the best site for the establishment of a central dead meat and poultry market, Mr. Churchwarden Willis in the chair, the following resolutions was unanimously agreed to:—

"1st. That as Her Majesty's Government have appointed a commission to receive information as to the vacant site of Smithfield for the purpose of establishing a great central market, it is the opinion of this meeting that the site of Smithfield is pre-eminently adapted for such a purpose, seeing it combines all the advantages of centralization, facility of access, convenience of locality, extent, and elevation, advantages which are not possessed by any other situation in the metropolis.

"2d. That a committee be now formed to carry out the object of this meeting, and to urge the Government to adopt the site of Smithfield as the most central spot for such a market. A committee having been appointed, they met, and were of opinion, that if the site of Smithfield was converted into a market, from its central position in the heart of London, and its relative situation to the great arteries of communication, it would not only remove existing obstructions in the leading thoroughfares created by the position of the present markets, and it will shortly have the great advantage of railway communication as the Metropolitan will pass directly under that site. Your memorialists concur in the opinion of such committee and submit that it is obvious with such advantages that the great and increasing amount of provisions which are daily brought into the markets, would not only arrive in much better condition but that the incidental charges arising from distant railway stations would be saved, thereby lessening the price of food to the great body of consumers.

"The formation of a market on the said site would greatly assist to develope the advantages sought to be obtained by the formation of the Metropolitan Cattle Market, in Copenhagen Fields, by having railway communication connecting the live and dead meat market, and bringing into use the abattoir constructed by the Corporation for slaughtering purposes, thereby relieving the streets from the great and growing

nuisance arising from the driving of cattle through crowded thoroughfares.

"Your memorialists beg to state that the site of Smithfield offers great facilities for the construction of a central market, and while it might be made a magnificent ornament to the metropolis would prove not only a great convenience and benefit to all classes, enhance the value of adjacent building sites now lying waste, and restore in a great degree the prosperity which the trading inhabitants of this and surrounding parishes have severely felt as in a declining state since the removal of the live market from Smithfield. In this parish the inhabitants at the last census numbered 64,705 individuals, the great majority of whom are working people with families who require to purchase their daily provisions at moderate prices.

"Your memorialists therefore respectfully urge upon the Commission to recommend the Government to adopt the plan suggested, and carry into execution the same with as little delay as possible.

"Signed on behalf of the meeting,

"J. Willis,

"Churchwarden of St. James' Clerkenwell."

Adjourned.

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